The Long Island FISHERMAN

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The Difference Between Just Fishing and Catching Fish!

FEBRUARY 5th, 1976, ISSUE No. 3

ROD BUILDING ISSUE

Chum Lines

STOLEN GAS TANKS

I would like to relate an incident that happened to my friend and I today while out duck hunting. We hope that you will publish it and make other duck hunters aware of an unforseen hazard while attempting to enjoy a days hunt.

We were in our blind, which is on an island in the marshland, with the boat anchored about 500 yards away around a small bend in the beach. A small boat, with two "men" in it, came by close to us and then turned in the direction of our anchored boat. Five minutes later I started towards my boat and saw them speed off. These low life creeps had stolen both of my gas tanks. This left us stranded on an island with no way off. Had it been near dark we most probably would have spent the night there.

I recall reading an article in your paper about engraving some sort of identifications on all boating equipment. The importance of this never hit home until now. As long as there are creeps who would leave someone stranded on an island for two rusty gas tanks, the importance of marking your equipment cannot be overstressed. The police informed us that even if they found a boat with 5 gas tanks on it they couldn't prove any were ours since they had no idenfification on them. *Name withheld upon request.*

LETTER TO VETTER

As manager of a trailer rental operation I found Don Vetter's article "Trailer Boating" informative and potentially useful to anyone who will at sometime think of trailering his boat. I must, however, take issue with certain of his statements.

He states that "the clamp-on bumper hitch as used with rental trailers is unsuitable for all practical purposes." Fortunately he is wrong. Each year we rent more and more boat trailers, and at least 75 percent are attached to automobile bumpers with clamp on hitches. In each of these cases we speak to the customer and determine the gross weight of the boat. We then make an inspection of the bumper of the towing car. Finally, we judge whether or not the car and bumper can tow the load. If it can't we will not rent out the trailer. If it can, we secure a safe, proven hitch to the automobile and attach the trailer which matches the boat and load.

Mr. Vetter overlooks the large investment we and other reputable trailer rental companies haver in equipment. If we made slipshod attachments we suffer in damage to our equipment and render useless all the preventive maintenance we constantly perform. And this is in addition to possible damage to our customers cars and the ill-will that can generate.

We find that other reputable rental firms take the same approach. We also have found, that in general, our trailers are kept in better condition than privately owned ones, and we are definitely more thoughtful about properly matching hitches to loads than private individuals. Clamp on hitches, when properly selected and installed become as strong as the towing vehicle itself. If it cannot be made that strong the customer is politely informed that the rental cannot be made.

Mr. Vetter also ill informs his readers on the difference between electric and surge brake systems on trailers. It is not correct that hydraulic brakes are more efficient than electric brakes. A properly installed electric system is more efficient in that it gives the driver more control over the brake system on the trailer in those situations where a surge brake might not be activated by the weight of the towed load. Hydraulic brakes, however may be called better because their use does not depend on intricate installations on the towing car, and a trailer using such a system may be towed by any one of a number of cars and provide braking potential. Surge brake systems are ideally suited to rental situations and are in wide use.

We hope that this letter will be useful to you and the information provided will be of help to those many boat owners who depend on rental trailers and the good judgement of rental operators to transport their boats. **Martin Schulman, Barn Trailer Service, Woodside NY.**

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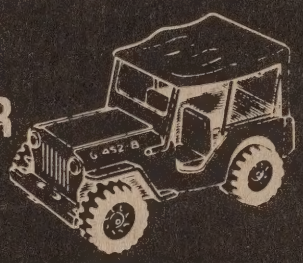

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The Long Island FISHERMAN

THE ONLY WEEKLY GUIDE FOR FISHERMEN IN THE N.Y. AREA

VOLUME 11, No. 3 FEBRUARY 5th, 1976

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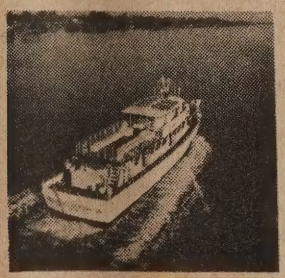

ABOUT THE COVER: The new Peconic Queen III made her maiden voyage at Montauk this past Saturday. The new 105 foot aluminum boat features a heated rail, 50 bunks, restaurant and triple screws with 2,000 h.p. to cut down on the riding time to the fishing grounds.

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BOATING

READERS NOTE:
Many news releases concerning boating courses arrived in the L.I.F. offices during our annual vacation. They are all being printed even though many have already begun on the hope that interested readers may join the classes with only missing the first lesson.

GLEN COVE BOATING COURSE

A 12-session boating course will be conducted by the U.S. Coast Guard Auxiliary at the Glen Cove High School starting Wednesday evening, January 21 at 8 PM. The course is free and is open to all sail and powerboat enthusiasts.

Basic seamanship, boating safety, use of the compass and rules of the road will be among the subjects covered. Further information on the Coast Guard Auxiliary educational programs, courtesy motorboat examinations and safety patrol activities may be had by calling Flotilla 12-3 Commander Vincent Prisco at MA 1-7254 or Vice Commander Arthur Lauck at OR 1-8287.

BOATING COURSE IN OAKDALE

The Islip Flotilla 13 of the U.S. Coast Guard Auxiliary is offering the 12 lesson Boating Safety and Seamanship course at the Islip Occupational Center, BOCES located at 375 Locust Avenue, Oakdale NY. Registration will be the 21st and 22nd of January at the center or the first night of class. Classes will start February 10th, at 8:00 PM and run for 12 consecutive weeks. This course is offered free of tuition (text and material cost is approximately $3) to both men and women interested in learning about boating.

Subjects covered in the lessons will include: Safe Boating habits, Sailors Language, Boat Handling, Legal Requirements, Rules of the Road, Aids to Navigation, Charts & Compass, Marine Engines, Marlinspike Seamanship, Sailboats, Weather and Radiotelephone use. Should further information be required, the Public Education officer, Mr. Walter LeFurgy, may be reached at 589-3027.

BASIC BOATING & SEAMANSHIP COURSE

A FREE 12-Lesson course presented by United States Coast Guard Auxiliary Flotilla 12-2 covering boat handling, rules of the road, aids to navigation,

charts and compasses, engines, sailboats, weather, radiotelephone and more. Courses are taught by trained Auxiliarists and members of the United States Coast Guard.

The course will be given at the Marine Education Center of the Great Neck Park District, Steppingstone Park, Great Neck, New York. Registration and first class, Wednesday the 28th of January 1976 at 8:00 P.M. For further info, contact Ronald Goodman, Public Education Officer at (516) 482-5237.

BOATING COURSE IN BROOKLYN

Registration for a 12 lesson Course in Boating Skills and Seamanship will be held February 3, 1976 at 7:30 P.M. at the South Shore High School Room 432, 6565 Flatlands Avenue on the corner of Ralph Avenue in Brooklyn. This course is sponsored by Flotilla 11-2 of the United States Coast Guard Auxiliary.

FREE SAFE BOATING COURSE

Flotilla 22-5 of the U.S. Coast Guard Auxiliary is offering a free 11 lesson course on Safe Boating and Seamanship Skills. All who are interested in boating are invited to attend and make this year's boating season a safer, more enjoyable experience. Lessons will be held on Wed. evenings, 8-10 P.M. in the cafeteria of the Broadway Elementary School in Greenlawn. Come and register on Jan. 21 at 8 P.M.

We will also have a young Boatmen's 3 lesson course for young people, ages 10-16 at the same location beginning on March 17th. Remember—"Safe Boating is No Accident!" For further information call 427-0244.

QUEENS VILLAGE USCGA COURSE

In keeping with our policy to promote Boating Safety as a service to the community and the maintenance of as well as the operation of safe boats on our waters, our Flotilla would like to present to you for public announcement the beginning of our annual course in Safe Boating and Seamanship.

A thirteen week course will begin on February 11, 1976 starting at 8:00 P.M. at Martin Van Buren High School, Hillside Avenue and 231st Street and Queens Village.

The course is open to the general public, male and female as well as boys and girls sixteen through eighteen years old. There is no fee for the course, or registration. A nominal charge is made to cover the course of materials and use of facilities.

Unless there is an unforseen situation, the course will be held every Wednesday throughout the duration of the course. Persons, who wish to receive any additional information may contact R.G. Coleman, Public Education Officer, Flotilla XIIpIV, 110-25 195th Street, Hollis, NY 11412. Telephone (212) 740-9433.

KINGS PARK USCGA COURSE

Flotilla 19-3 of the U.S. Coast Guard Auxiliary will conduct a twelve lesson Basic Seamanship and Safety course beginning Tuesday, Jan. 27th, 1976. The course will be running every Tuesday and Thursday evening, for six weeks, at Kings Park Junior High School, Old Dock Rd, Kings Point.

This course will start at 8:00 P.M. and is open to the general public. Certificates will be awarded to those who successfully complete the course. For more info, contact Public Education Officer at 269-9492 or Public Relations Officer at 269-6382.

YOUNG BOATMAN'S SAFETY COURSE

New York State Parks and Recreation's Young Boatman's Safety Course will be taught in Bay Shore Masonic Temple beginning Saturday, Feb. 7th.

The course, sponsored by New York State Parks and Recreation's Bureau of Marina and Recreational Vehicles will be taught locally by William Davies.

New York State's revised Navigation Law now requires youngsters between the ages of 10 and 16 to acquire a safety certificate before they may lawfully operate a mechanically propelled boat alone on State waters.

Youngsters may qualify for their safety certificate by taking the Young Boatman's Safety Course and passing the examination given at the end of the course. This course consists of four basic units and is designed to be taught in one hour sessions. All course material will be furnished free to the youngsters taking the course.

Youngsters wishing to take the course may enroll at Bay Shore Masonic Temple, Union Blvd, and Lanier Lane, Bay Shore at 2:00 P.M.

GREAT SOUTH BAY POWER SQUADRON BOATING COURSE

The Educational Department of the Great South Bay Power Squadron has just finalized arrangements to hold a free basic boating course in the North Babylon High School.

The course will be taught at the North Babylon High School on Deer Park Avenue beginning on Monday, February 9th. Registration will be held on the same night. This course is open to all adults and all are welcome. The course will last approximately 10-12 weeks and will be given each Monday evening from 8-10 P.M. at the High School. This is a basic but excellent course for the beginner and an excellent refresher for the "old salt."

Further information may be obtained by calling Public Relations Officer Lt. Bob Johnson at 589-6615 after 7 P.M.

JONES BEACH POWER SQUADRON COURSE

A FREE BOATING COURSE given by the Jones Beach Power Squadron will begin on Feb. 2, 1976. Classes will be held at Ziegie's Restaurant, 8 Alhamba Road, Massapequa New York. The 12 week comprehensive course is open to the general public and will commence at 8 P.M. Reservations for the free course can be made by calling either 221-4148 or 221-0797.

FREE BOATING COURSE IN ISLIP

The Great South Bay Power Squadron Inc. will be giving a free spring Basic Boating course which will begin on Tuesday, Jan. 27th 1976 at 8 P.M. at the Islip Jr. High School. Registration will be held at the High School on January 15th and again on Jan. 20th from 8 to 10 P.M.. Everyone is welcome. Further information can be obtained by calling Lt. Bob Johnson, Public Relations Officer at 589-6615.

BECOME A QUALIFIED BOATMAN... A RESPONSIBLE SKIPPER...

Flotilla 12-1, Bayside, will begin its comprehensive thirteen lesson Basic Seamanship Course on Wednesday evenings, starting February 5, 1976 at 8 P.M. at the Bayside Yacht Club, 28th Avenue at 216th St., Bayside Queens, New York. This thirteen two hour session course is open to all, young and old desiring to enjoy the skill of safe boating through knowledge.

Directed by U.S. Coast Guard and New York State certified instructors who want you to feel secure on your boat, or as a guest on a friend's boat. Boating, Outboard, Inboard or Sail is a relaxing pleasure, "IF" you know the rules. A young Boatman's Course will be given in conjunction. Further advance study is also available to those wishing to become members. Families are encouraged to attend together.

U.S. Coast Guard, Boating Safety and Seamanship Certificates will be awarded to successful students. Further information may be obtained by calling evenings at (212) 726-1764 or (212) TU 2-7732.

FREE BOATING COURSES

South Shore Power Squadron is offering to the public a free 10 lesson boating course, available to all men,

women and children at the following locations:

East Meadow High School on Carman Avenue from 8 to 10 P.M. starting on Jan. 14th. Oceanside Senior High School on Brower Avenue from 8 to 10 P.M. starting Jan. 28th. Freeport Senior High School on So. Brookside Avenue from 8 to 10 P.M. starting Feb. 17th and Hicksville Junior High School on Jerusaleum Avenue from 8 to 10 P.M. starting on Feb. 18th.

The course will cover Handling under normal conditions, handling under adverse conditions, Seamanship and common emergencies, Rules of the road, Aids to navigation, Compass and chart familiarization, Running lights and equipment, Boat Trailering, Inland boating and Mariner's compass and piloting.

For additional information please call toll free (800) 243-6000.

BROOKLYN POWER SQUADRON COURSE

Registration for a FREE course in small boat handling will be conducted by the Brooklyn Power Squadron on Thursday, Jan. 22nd at 7 P.M. at St. Francis College, 180 Remsen Street, just a half block from the Brooklyn Borough Hall.

Skippers and would-be skippers, both men and women over the age of 16 are invited to attend the 12-week evening course which will help them get an early start on the new boating season. Ownership of a boat is not required.

Classes will be held on Thursdays at 7:30 P.M., starting on January 29th. The classes cover the techniques of safe handling of inboard and outboard craft, anchoring, tying basic knots, reading charts and plotting courses, use of a mariner's compass, and safety afloat. The overall theme is: "Boating is fun; safe boating is more fun."

The efficient use of power boats for maximum gas mileage will be described. Aids to navigation, such as buoys and radio beacons, are explained in illustrated lectures. The basic rules of the road for safe operation also are taught to students.

The Brooklyn Power Squadron, a unit of the United States Power Squadrons, conducts the classes without charge to teach those interested in boating the skills they must possess for safety on the water. Additional information can be obtained by calling ST 8-9006.

EDITORIAL

The D.E.C. Is In Trouble

The problems of balancing the State budget have reached out and slapped the face of Long Island marine anglers and shellfishermen! But why be surprised, aren't we always one of the first groups to take it on the chin when there is a crisis. Why? Because we are apathetic and our hands have to be lifted with a crow-bar before we write to congressmen and officials about something that we feel is illogical and abusive!

Well we are up against another of those situations where the priority of our sport "**must**" come last. The D.E.C. has lost 5 of its 45 person force at Stonybrook since May 1975. The latest cuts involved Mr. Robert Cook who has been the regional director. These cuts come on the heels of a $1 increase in the cost of hunting and fishing licenses. At the time New York State fishermen and hunters were assured that the increase in the price of the licenses would not only stall any cutbacks in existing programs but would make it possible to expand some of them.

I guess the D.E.C. Commissioner thinks that we have forgotten those promises by now and so he can go ahead and do what is expedient for him. Is he right?

Regardless of the fact that we at The Fisherman have blasted the D.E.C. on several occasions, there are some competent people working there, and there are many good programs. Mr. Cook was, we feel, one of those competent people and his honesty and conscientious efforts will be missed.

Wetland purchases under the Environmental Bond issue were one of the more valuable programs. Are you ready for this? In spite of the fact that everyone agrees and understands how important the preservation of wetlands is to the future ecological stability of Long Island and its surrounding waters that further purchases have been denied by order of the Commissioner. Come on Albany does this make any sense? Is this logical in the face of clear priorities? Are officials in Albany still oblivious to the value of Long Island's marine resources? Does this mean that efforts to manage our marine resources must once again be given a back seat?

What's worse, I have learned from reliable sources that further cuts are already forecast for April and then again in June. To Commissioner Reid: How can you cut meat away from bare bone? It's a neat trick and I'd like to see how it can be done. What's next on the agenda: The total elimination of the Division of Marine and Coastal Resources?

Every year there are more and more conservation laws passed by the State Legislature and more and more regulations to be enforced. If the Division of Marine and Coastal Resources has had an impossible task of implementations and enforcement before the cuts, because of inadequate budgets and personal allotments, how are they expected to do the job now? Should Mr. Taormina, Mr. Briggs, and others still on staff work 24 hours a day? Shall Conservation officer Becker on the North Fork divide himself into a few dozen people in order to enforce conservation laws in his area?

I hope that the people on Long Island don't turn the other cheek again. I hope we can find the courage to stand up and demand that this insanity stop now! We need our marine resources and we need a well financed and well staffed Division of Marine and Coastal Resources!

William A. Muller

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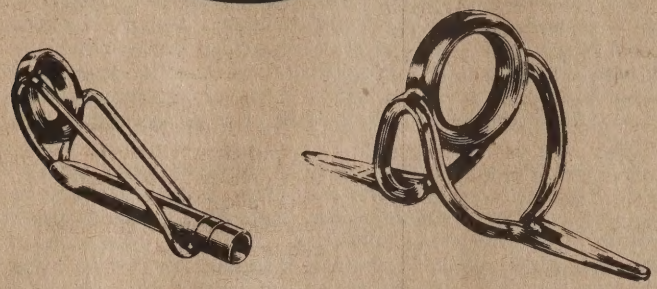

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News Releases

POLLUTION FIGHTERS WANTED

Concerned about the marine waters around our island? Want to help protect them from sludge, oil and pollution??

Join the fight to save the marine environment of Long Island by committing yourself with your time to the cause or by becoming an honorary member by sending one dollar to MECLI. Meetings are held once a month in Massapequa and you can become part of this largest citizen marine group on Long Island by attending the meetings.

MECLI is a peoples lobby organization which is being heard at all levels of government. Contact the Marine Environmental Council of Long Island, (MECLI) P.O. Box 55 Seaford L.I. 11783. For further information on how you can join in the battle to save our marine waters contact George H. Wilde, (516) SU5-3139. MECLI is a volunteer non-profit organization.

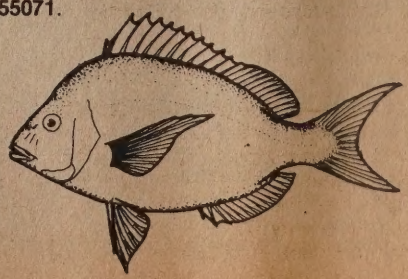
TRI-FIN LURES AT L.I. BOAT SHOW

Tri-Fin lures, a popular name on Long Island will be exhibited at the upcoming Long Island Boat Show, booth #28, at the Nassau Coliseum. Standard popular models of the tube lures will be exhibited along with a brand new line of hair, feather and nylon jigs for inshore and offshore fishing. Mickey Chiarenza, designer and President, will be on hand to answer any questions and demonstrate any lure.

GARELICK BOATING ACCESSORY CATALOG

Garelick Mfg. Co. of St. Paul Park, Minnesota is offering its new colorful catalog for 1976 illustrating its complete accessory line which consists of various models of Boat Boarding Ladders, Steps, Outboard Motor Carriers, Stands, Deck and Yacht Chairs, Helmsmen Seats, Pilot Chairs and Fishing Chairs, Tables, Boat Hooks, No-Slip Material, Outboard Motor Brackets, Mirrors, and other miscellaneous hardware.

Write for your copy of the new 1976 catalog illustrating the entire line of EEz-in Boating Accessories. **Garelick Mfg. Co., St. Paul Park, Minnesota 55071.**



Whiting Evans

The Casting Gourmet

Seafood Nabemono Bluefish w/Mayo Conserve

This week we present an "American Meal Inspired By The Orient"—an exclusive release to the **Long Island Fisherman** from the General Foods Kitchens.

As we all know, rice and fish constitutes a considerable percentage of the Japanese diet. All told, the Japanese ok'san (housewife) has some 63 kinds of sea fish and 18 varieties of freshwater fish from which to choose when she goes marketing. With such a variety, it is seldom that she ever selects and prepares fish in the same manner.

A favorite meal of the Japanese family is the nabemono—simply an easy-to-prepare one-dish meal which gives the ok'san more time to spend with her family. Fish rolls, on top of a fluffy bed of prepared packaged enriched pre-cooked rice, form the basis for this Seafood Nabemono. A savory broth with just a hint of lemon is then poured over the fish and rice mixture, and is cooked until bubbly. Risky? Not when prepared with packaged, enriched pre-cooked rice! No boiling is needed so it can't over-cook or under-cook.

To complete the meal, add a tossed salad of spinach, Bibb lettuce, ripe olives and fresh tomatoes. And don't forget the tea. No Japanese meal would be complete without this national beverage of Japan. On warmer days, serve it iced accompanied by lemon slices or offer a chilled pitcher of cream for a different version.

Seafood Nabemono

1 can (10½ ounces) condensed cream of mushroom soup
1½ cups water
¼ cup chopped onion
2 tablespoons lemon juice
2 tablespoons butter or oleo
1½ teaspoons salt
½ teaspoon dill weed
dash of pepper
1 pound fillets of fluke or flounder
1½ cups packaged, precooked enriched rice
Fresh dill

Blend soup and water in a saucepan. Add the onion, lemon juice, butter, salt, dill weed, and pepper. Bring to a boil.

Meanwhile, cut each fish fillet in half lengthwise; then roll each strip and fasten with a toothpick. Pour rice into a medium skillet. Place rolled fish fillets on top with the wooden pick side down. Pour hot mixture over the fish and rice. Cover and cook slowly over low heat, basting fish with sauce occasionally, until fish is easily flaked with a fork and rice is tender—about 15 minutes. Sprinkle with fresh dill before serving. (This makes about 3 cups of rice plus the fish rolls—about 4 servings.) "Courtesy of Minute Rice"

Blue Fish with Mayonnaise

One of my friends who is truly a gourmet gave me this—his recipe—for preparing bluefish fillets which he claims is a rare treat indeed. Take your bluefish fillets and remove the dark meat. Sprinkle with salt and pepper and some garlic powder. Now, generously smear mayonnaise about a ¼ inch thick over the fillets. Bake the fillets about 20 minutes in an oven at 400 degrees; then broil for about 2 to 3 minutes longer. Serve with lemon slices.

Apricot—Ginger Conserve

Some of you may remember that I wrote about another conserve which I called "Peach—Ginger Conserve" a few months ago on these pages. I extolled its virtues and it was good. But, because I'm never satisfied until I get what I really want—especially when it comes to flavor, I kept on experimenting and in the last few weeks I evolved the following recipe which, at least to my own taste buds, is little short of perfection. Not too sweet, spicyly sharp, it is really worth while trying. If you do, would you be so kind as to let me know what you think about it?

1 pound dried apricots
½ pound dried, dark, seedless raisins
½ pound chopped crystalized ginger
1 thinly sliced naval orange
1 thinly sliced lemon
1 rounded teaspoon cinnamon
1 cup orange juice
4 cups water
juice of one lemon
2 cups sugar
1 rounded teaspoon ginger powder
1 cup chopped walnuts

Cut each dried apricot in half and place in large pot. Add all of the other ingredients except the walnuts. Stir well and bring to a boil, stirring with a wooden spoon occasionally to prevent burning. When it comes to a boil reduce heat and boil slowly for about 45 minutes or until the mixture assumes the consistency of marmalade. Now add the chopped walnuts and cook for another 5 minutes.

While the mixture is still hot place it in glass jars which have been preheated in hot water to keep them from cracking. Fill the jars almost to the top and then seal the contents of each jar with melted parafin.

If you can find any dried peaches at your grocers, use them in place of the apricots. As to the crystalized ginger, this may be bought at a good confectioner's shop. Try this conserve—by all means! You'll love it.

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Surf Side with Bob Krauss

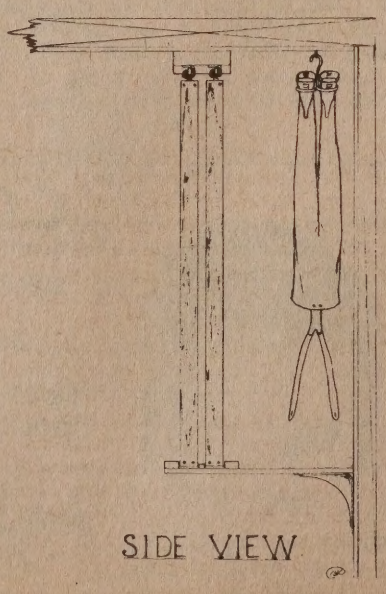
STORAGE DOOR FOR LURES

Now that most surf fishermen have packed it in for another year, this is the time that we use to refurbish all our plugs and fishing gear. Most serious plug fishermen have a large collection of homemade and storebought lures. After my first few years of surf fishing, I've made and accumulated a substantial inventory of fishing lures. How do you store and keep track of your lures? Do you throw them into a box or carton where the hooks get all tangled and the finishes on the lures get all scarred up? Do you hang them from the rafters (or anything else they will hang from) and find yourself bobbing and weaving like a prize fighter to avoid getting 4/0 hooks in your scalp? Or are you one of the neater fishermen who have made or found partitioned crates in which to store your lures and require a number of these, taking up much needed space?

One day, while constructing a long closet with sliding doors for inside my garage, I got the idea of how great it would be if I were to make one or more large, deep, hollow doors, suspended on a track from the ceiling. On the inside faces of both vertical side members of the doors, horizontal wires are strung across, spaced anywhere from 16" to only 4", depending on the length and style of lures to be hung. Having decided that this idea was great for my particular needs, I realized that I would need an area in my house or garage to store the doors that would be convenient, easily accessable, and a place that I could claim as my own. I decided that the back wall area of my garage was the best place.

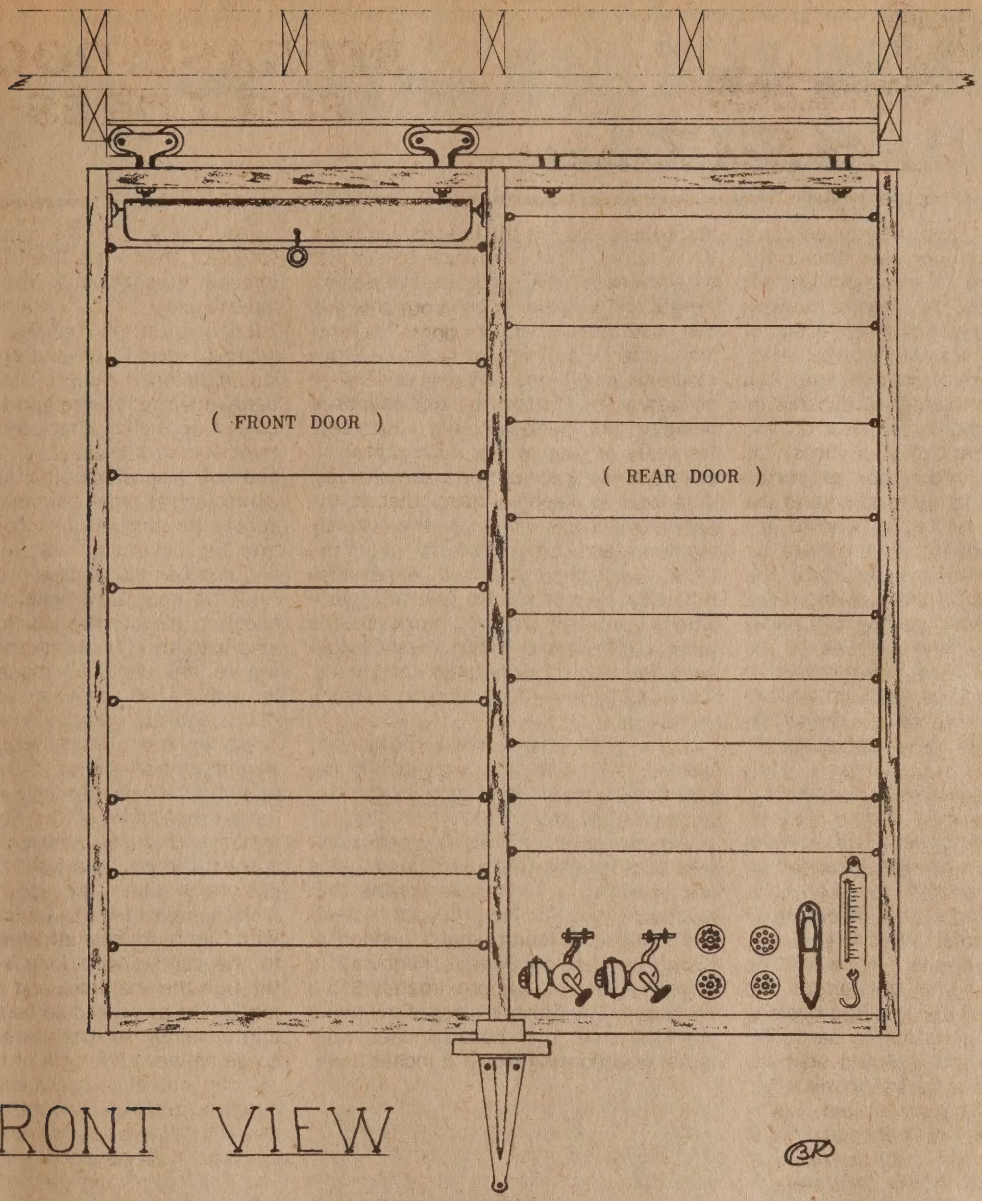
The rest of this article describes how I constructed the "storage doors" for my own needs, which were designed around whatever materials I had on hand (to keep costs down to a minimum) with the exception of the overhead tracks and roller assemblies. It should be mentioned that the regular overhead track units that are used for sliding closet doors are not good for this application. Each track should be independent from each other, so they can be spaced far enough apart to allow the unusually thick doors to pass each other. This is essential unless you have the means of sawing the regular track extrusion carefully in half lengthwise and facilities to drill new mounting holes. I would suggest that if your doors are about the size that I made mine (stated further on in this article) you should buy the tracks and rollers that are made specifically for thick doors. The hardware and roller assemblies are made to support the extra weight. I'd also like to point out that you can make these "storage doors" almost any size you desire (with a few modifications). My dimensions were arrived at by the size of old sheets of paneling and pegboard that I had kept for years in case of just such a project. Before arriving at your final dimensions, it is well to keep in mind that if the panels are made too large, they will be too heavy and cumbersome to lift off the track, and that you will experience difficulty carrying it to another place where you may want to work on the lures. In the winter, when I want to get away from the "boob tube" and I feel like working on my fishing gear, I simply lift the panel that contains the lures that I wish to work on off the overhead track and carry it into the warmth of my playroom so that I can work in comfort and at my leisure.

The only problem I had in construction was finding where I could purchase a pair of tracks and roller assemblies that was made for thick, heavy doors. After a few inquiries I found what I needed at Karps Lumber on Sunrise Highway in Bayshore, and paid approximately $15 3 years ago. The finished sizes of my doors are 72 inches long by 30 inches wide (outside dimensions) by 3½ inches deep.



I used 2 x 4's for the outer frame and screwed them together for strength, instead of using nails. You don't really have to use 2 x 4's; 1 x 4's might be good enough, but I felt that the tension from all the cross wires and the dampness would distort the door. The pegboard or paneling is cut to size and fastened with screws on the back face of the frame. If the pegboard is used for the backing, you can also store other items on the doors such as small spinning reels, extra spools for the reels, spools of fishing line, binoculars, sinkers, knives, etc.; or you can use old or cheap paneling and drill the necessary holes for pegboard hooks in the desired location. The next step is to drill the necessary holes in the top of the doors to mount the roller assemblies. At this point you can either paint, shellac, varnish or whatever—to dress up the project. Next step is to mount the tracks onto the ceiling. To do this I took a board 1 inch x 8 inches x 60 inches (which was the length of the tracks) and screwed the two tracks to it, spaced 4 inches apart so that the doors pass each other with approximately ½ inch clearance between them. The board with the tracks now attached is fastened to the ceiling with long screws going through the sheetrock and into the floor joists. The board should be so positioned on the ceiling so that there is a 10 inch space between the back of the rear door and the wall. The board could really be mounted close to the wall, but then you would loose this area's wall space. With the 10 inches between the rear door and the wall I can hang up my waders, wet suit, cold weather clothing, tackle bags, weighing scale, etc.

After the tracks are mounted on the ceiling, you can then hang doors on the tracks. At this point it is necessary to provide a stop on each end of the door travel, otherwise the doors can ride off the ends. You can either screw a wood block on each end to stop travel of the door or you can drill and tap a hole in each end of track and use a large screw and locknut for the rollers to stop against. I screwed a large shelf bracket to the wall in the center of the open span of the doors to keep the doors from swinging in and out at the bottom, at a distance from the floor to allow for a 1 x 4 x 20 inch long board to be screwed on top of the bracket and for the doors to just clear by about ¼ inch. On the 1 x 4 is screwed a small block in front of the



FRONT VIEW

front door, another block is screwed in back of the rear door, and a ½ inch wide piece is attached in between both doors. If you plan on frequently removing the doors, fasten the blocks to the 1 x 4 so they can easily be removed and replaced, since this will be necessary before removing the doors. The last step, to finish off the door, is to fasten wood screw eyes on the inside faces of the left and right vertical uprights of both door frames. Space each eye at predetermined intervals, depending on the size of the lures. When you fasten the eyes in the areas you plan to use for very small lures, mount these eyes out closer to the edge of the frame and in this way you can possibly use the space that is left behind these lures for some other purpose, thus getting the maximum use of the available space. Now take a heavy, single strand wire and fasten it taut between the two eyes. The wire should be stainless steel, if possible, so that it doesn't corrode. After each fishing trip, you should wash off the lures that were used with fresh water. Hang the lures around the top inside edge of a bucket that has large holes in the bottom for drainage, rinse and let the lures drip dry. By doing this you get the maximum life from your hooks and finishes on your lures. Bucktails may be a little damp when hung up on the doors, so if the wires are not stainless they will corrode and possibly discolor and ruin the bucktails. Brass wire, if used, will eventually stretch and sag; then your lures won't stay in place on the wire. The lures will all slide to the center.

When all of your lures are hung up, you will be able to tell at a glance what the condition of your hooks are and if the finishes of your lures need work. You'll also be surprised to find out that you possibly don't have as many white darters or yellow poppers as you thought you had. As a finishing touch to my project, I mounted a window shade on the outer door at the top. With the rear door positioned directly behind the front door and the shade drawn down to the bottom of the front door, there is less chance of strangers having "sticky fingers", and it will minimize the danger of small children (and adults for that matter) accidentally brushing against the wall of hooks.

I get a lot of pleasure out of my lure closet and find it of immeasurable use, and hope that other surf fishermen will try it and enjoy it as much as I do.

CROSSING THE BAR *with Don Vetter*

SAVING FUEL— *Part II*

In the last column, we began to discuss the outboard tune-up with particular reference to those items which the average boatman can handle on his own; especially the maintenance and replacement of spark plugs. Other items which require attention from the boat owner are fuel filters. Remove the screw and disassemble the filter paying careful attention to the fine wire mesh which is the heart of the filter. If there is the slightest trace of grit or foreign material on this screen, wash it carefully in solvent or clean gasoline. When you re-assemble the filter it is usually wise to replace the gasket rather than attempt to employ the old one which may have lost its ability to form a good seal. Clogged or partially clogged filters in the fuel system are a big factor in performance and fuel economy.

A clean hulled boat with a properly tuned engine can achieve a significant fuel savings but these are by no means the only factors to be taken into consideration in the matter of overall fuel economy; the set up of the rig and the operator's driving habits should not escape attention. Set up includes such items as height of the motor on the transom, selection of the proper propeller and fore and aft boat trim, the object of which is to get the highest speed possible from the boat at any given throttle setting.

One essential item in setting up the rig properly is the trim tab under the motor's cavitation plate; it must be adjusted to compensate for any tendency of the boat to veer to one side at high speed. The purpose of this stubby fin is to offset the tendency of the craft to veer to the right or left as a result of prop torque. A slight adjustment of the tab in the direction the boat veers is all that is required.

Since most family and some fishing boats are called upon to provide maximum performance under a wide variety of load conditions, it may be in your best interest to employ two propellers of different diameter and pitch to do the job right. The wheel which provides good performance with just yourself and a buddy or similar light loads aboard may not perform nearly as well with 6 heavyweights and their gear aboard and it would be foolish to expect it to; there is really no such thing as an all purpose propeller.

Modern outboards are designed to operate most efficiently in the upper middle of their rated operating range; if your motor's operating range is from 4500 to 5500 rpm, for example, a wheel which allows the engine to rev to 5100 or 5200 rpm would be the most efficient propeller to employ. If the full throttle rpms are above or below these stated in the operating range, you not only reduce your fuel economy, but risk severe damage to the motor itself. Broken connecting rods are often the result of using a wheel so small it allows the engine to rev well above the maximum rpms at the top end of the operation range, and burned pistons can be caused by using a propeller so large it does not allow the motor to develop its minimum rpm range.

It can be easily seen from the foregoing how essential a tachometer is in selecting the proper propeller as well as in gauging overall propeller performance. If you don't know how many revs you are achieving there is little you can do to correct a potentially disasterous situation. The propeller that came with your motor is adjuged best by the manufacturer for all around performance but there is really no way for them to visualize all possible applications.

Propeller sizes are designated by two numbers, one indicating diameter and the other pitch. Diameter comes first in the designation so that a 13 3/8 x 17 propeller would be one with a diameter of 13 3/8 inches and a pitch of 17 inches. Propellers are called screw propellers because they work on the same principle as the wood screw; the distance the wheel travels through the water in one revolution is governed by the angle of the blades to the shaft. Therefore the aforementioned 17 inch pitch propeller could be expected theoretically to travel 17 inches through the water with each revolution; theoretically because this over simplification fails to take propeller slip in the water into account.

Let us say hypothetically that 13 3/9 x 17 propeller allows your motor to rev to 5300 rpm with a load of 6 passengers and gear and you choose it for heavy duty. What about when you are alone or only accompanied by a buddy? You find that this wheel lets your motor rev to 5700 rpm under these light load conditions which is above your recommended operating range. You therefore choose a higher pitch 13 x 19 inch wheel for light duty use. Using the proper propeller for the load you carry is important for good fuel economy.

A poorly trimmed boat can cost you up to 10% in operating economy; ideally the boat should run dead level in the water so that the bow is but slightly raised with about ⅔'s of the hull in contact with the water. A low clean wake is the mark of a properly trimmed boat; a heavy rolling wake is created when the bow is too high and the stern squatting. When the bow rides too low in the water, the boat will tend to plow into seas instead of riding cleanly atop them. There are two ways of adjusting trim; either by shifting gear and passengers from bow to stern or the reverse. Also by changing the angle of the motor. Move weight forward to correct squat or adjust the motor inward to less angle to the transom. To correct plowing, move weight aft or angle the motor further outward from the transom.

Another factor in economy and performance is the height of the motor on the transom. The motor should be as high as possible on the transom to reduce lower unit drag and increase performance, just so long as the propeller does not break out of the water and cavitate on sharp turns. As a general rule the motor's cavitation plate should be parallel to and just a bit above the bottom of the boat.

So far we have been considering the mechanical in our calculations of fuel economy and neglecting the most important factor, the operator. A judicious hand on the throttle can save as much as 40 % in fuel consumption. Tests were conducted by Evinrude on a 17 foot Glastron with a 133 h.p. motor equipped with a 13 x 9 propeller turning 5300 rpms for a top speed of 42 mph. By chopping back the throttle for a boat speed of 27 mph, the operator was able to go 10 miles on the same amount of fuel he would have burned in 6 at full throttle. It is a good rule of thumb that 20 to 30 percent below full throttle is generally the most efficient range for most boat/motor combinations from the stand point of fuel economy. Back off the throttle to the economy setting as soon as you are on plane and you will be pleasantly surprised as the fuel savings mount up.

THE BOTTOM LINE

with Scott Simons

BOAT SHOW POT POURRI

Theoretically, during the last three weeks the staff of The Long Island Fisherman were on vacation...but in practice, we were making preparations for the coming year and also manning our booth at the N.Y. National Boat Show. This was my third year in the booth and although the hours are long and exhausting, I enjoy the opportunity of talking to the thousands of readers that stop by to say hello, ask questions or just swap fishing stories.

The most popular question asked (about 20 to 25 times a day) was "have you sold your boat yet?" This was followed up with why are you selling it?" The answer to the first question is no. The reason it is being sold is that I own the Grady White Overnighter personally, but this year I am going to run the Grady White Center Console that is being purchased by The Fisherman. Much as I like to fish, I couldn't figure out a way to use two boats at one time.

The show this year was much the same as those past with very few "revolutionary" products for the boatman/fisherman. The big news was the new six-cylinder, 200h.p. outboard engines intorduced by Johnson and Evinrude. The engines fill a need for the fisherman with a 19 to 23 foot boat rated for high horsepower that doesn't want to swing for the expense of twin engines. The 200's have been extremely well accepted by the public—despite increased production, delivery dates have been two or three months behind since their introduction last fall. In fact, OMC dealers have been put on an allotment for how many 200's they can sell until production catches up with demand. So if you are in the market for one, you must order now for spring delivery.

In the world of electronics, the newest product of interest to fisherman is the scanning sonar by Wesmar that is **almost** within the range of the pocketbook of the average small boat fisherman. Long used by commercial fishing vessels to locate bottom formations and schools of fish, until now scanning sonar units were much to expensive to be considered by the average sportfisherman. But the new model by Wemar lists for only $1200, which is about half what you would expect to pay for a high horsepower outboard these days and should be just as valuable for locating and catching fish. It sounds great on paper, but I haven't used one yet personally. But The Fisherman has one on order, so I'll let you know in future articles how the scanning sonar works in practice.

In discussing fishing with the many fisherman that stopped to talk I was often asked the question (in one form or another), "how can I become a good fisherman?" The best answer I could think of was a simple observation that I've made. I come into contact with a lot of what I consider to be "pro" fisherman, and have found that they all have on thing in common: THE FISH IN ONE AREA EXCLUSIVELY. By concentrating their efforts in one area, they learn the bottom formations, habits of the fish, tides, etc. that invariable results in an accomplished angler. So stop chasing "yesterdays" fish from port to port—get that boat off the area and into the water and keep it in one area. It doesn't really make much differednce where it is—Great South Bay, the Peconics, Montauk, the North Shore—the important thing is to concentrate your fishing in one area until you learn it like the back of your hand.

This year The Fisherman will be starting many projects to benefit our readers. The 1976 enlarged edition of The Fisherman's Package will be ready for subscribers sometime in March. We are also planning a program for recognizing Outstand ing Catches made by local anglers, and also have a big contest in the works for any subscriber that sets a new IGFA World Record this year. The Litter Box Contest will also continue. New Boxes will be distributed to the tackle shops by April, so please be patient if you don't have one yet.

Other projects in the works: special issues on flounder, blackfish, weakfish, fluke, striped bass and bluefish as each species comes into season. More two page spreads by Fred Guardineer.

The Fisherman has also begun publishing a series of books on our local species of game fish. "Fishing for Weakfish" by Doc Muller and "Fishing for Fluke" by yours truly. Each book is concentrating on only one species, which allows the author to go into a depth never before possible. All local species will eventually be covered until the series is complete. Next on the list if "Flounder Fishing" by Doc Muller, which is scheduled for publication early March in time for the spring flounder run. See next week's issue of the L.I.F. for further details and how to get a copy. Tentatively scheduled for publication this spring is a 64 page, 11 x 17 inch book containing the best works of Fred Guardineer.

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•
BEGINNERS TAKE NOTICE!

Who Needs A Custom Rod?

by Mc Kain

Who needs a custom made fishing rod? Perhaps you do! Now don't laugh too hard before reading on a bit. According to most people who own and use them, just owning a custom rod will not automatically guarantee success, but it will help make you a better fisherman!

Store bought rods are fine....to a point. They are reasonably well built, at a somewhat economical price, and they do catch fish. It just stands to reason, however, that a rod made for your individual quirks and peculiarities will do a better job than a mass produced item.

What is a "custom made" fishing rod? It is simply a handcrafted rod made for an individual fisherman...for the type of fishing he plans to do. Owners of custom built rods come in all shapes, weights and sizes, just like the rods they buy or build.

It is, essentially, a "balance" of component parts assembled to achieve a total compatability with its owner. In other words, when in the hands of a man who knows what he is doing, it will produce more fish than a "store bought" variety, the majority of the time.

Who owns them? The general consensus is that they are owned by "regulars"...people who fish regularly, as opposed to those who fish "just for something to do". The man who would rather fish than eat dinner is more likely to own one then, say, a man who takes his son out fishing and feels he **must** fish, too.

The man who takes his family on vacation, parks them on the beach and heads immediately for the open water, rod in hand probably owns at least one.

The group of men from Pennsylvania who wait all winter for the first report of fish along the South Jersey Coast to the last hardy band of fisherfolk who abandon the "Coast Guard" corner of Delaware's Indian River Inlet as the seatrout migrate south, own them. These people realize the advantage of owning a rod that has been specifically "tailored" to their needs.

Like a favorite of golf clubs or a special baseball bat, a custom built rod helps many people extend their natural capability just a shade further then it might normally go.

Who makes them? There are two schools of thought along this line. Either you make them yourself or you have your rod "custom built" for you—probably at a nearby tackle shop that specializes in it.

Looking at the first, and most economical, option **FISHERMAN** interviewed John Bennett, Sales Manager of the Fishing Tackle Division of Gudebrod Bros. Silk Co., Inc. The firm has just introduced a new booklet that is without a doubt one of the finest pieces of information available for the beginning rod builder. Part of it is reproduced in this issue.

"We feel we have published a handbook that contains the information that a novice rod builder needs to get started in rod building or to repair an existing rod they already have," said

Custom rod builder, Butch Evans, puts finishing wraps on spin stick with Fuji guides.

Bab's porter checks out her personal, custom built big game stick by Chuck Valenti.

Bennett.

"It outlines all the basic materials that are needed to get started as well as some of the basic equipment. Much of this equipment is available right in the person's own home so more than likely he would not have to go out and buy it. For instance we show how to make an economical rod wrapping rack, most economical in fact...it takes only two everyday metal coat hangers," he continued.

The booklet starts at the beginnings and ends up with instructions on how to do the more advanced decorative rod wrappings like the diamond wrap. All steps are photographed as well as written about.

The handbook will be available in most tackle shops by spring but if you are in a hurry for it (to use over the winter) just drop one dollar in the mail to Gudebrod Bros. Silk Co., 12 So. 12th St., Philadelphia, PA, 19107, and ask them for "How to wrap a rod with Gudebrod". It will be sent to you by return mail. John Bennett has assured us that now that the Christmas rush is over they are all caught up and are mailing daily.

Many other fine books are available on the subject such as the more detailed Fiberglass Rod Making by Dale P. Clemens. This hardback publication covers all aspects of rodbuilding, from choosing a blank to special effects wrappings. It is available through the Fisherman Library section elsewhere in this magazine, at a discount price.

Although much enjoyment, pleasure and satisfaction are available in "doing-it-yourself" there are some who don't have the time or inclination to go this route.

This being the case you might consult your local tacke shop to see about having a rod built to your specifications. Many times the owners of these establishments are well versed fishermen of long standing. They are able to advise you as to just what type and style rod you need.

The tackle shops are not the only source of custom made rods. Rod makers come in as many shapes and sizes as do rod owners, and as we said before, the rods themselves! Some are garage mechanics, some school teachers, some insurance salesmen, some are engineers. A few are photographers, writers, and editors. One common thread joins them all...they are usually fishermen masquerading as something else.

Typical of the rod builders we have met is Chuck Valenti of Massapequa Park, Long Island. Valenti and his wife are both school teachers during the normal working hours. After hours, and sandwiched in-between coaching duties, Valenti is a rod builder. He specializes in big gamefish and surf rods but given your wants, he can design and fabricate what you need.

Before we are accused of being MCP (male chauvinist pigs) let it be said that the word fisherman could just as easily read fisherperson when referring to those who own or build custom rods.

The mother/daughter team of Barbara and Sue Porter of the South Shore Marina in Bethany Beach, Del. both had Valenti build their rods. Barbara, a noted game fisherperson, and writer, as well as a marina owner, needed a lightweight rod for stand-up marlin fishing. Sue needed a fast action, medium weight spinning rod.

Not having the time to do it themselves Valenti did the job. Barbara's drew "first blood" during the past season's Ocean City (Md.) Marlin Tournament. Since she is basking in the winter sun of Islamorada, Florida we have failed to receive any communication from the younger Porter as of yet.

Wherefore the parts? Most good tackle shops have the components for building rods. Jack Bennett of Gudebrod said that his firm distributes nationwide, as do others.

Shops like The Outdoorsmen Ltd. of Ft. Lee have blanks by Fenwick and Lamiglas-Lew Childre & Sons, Speed; Gudebrod's Aetna Foulproof; and Mildrum's Carboloy guides. Kondak Outfitter Ltd. of Westfield carries Fuji, Browning, Shakespeare and Harnell parts. Fenwick HMG Graphite blanks are now one of the "in" items stocked by the better shops. Garcia items are also very popular.

John Bennett feels that it would cost a fisherman less than $5.00 to get the material needed to rehabilitate an old, but favored, rod.

"The most expensive item would be new guides if the builder chooses to update and replace the existing ones. It is one of the most economical ways of getting the job done, however, as the labor cost is your own and it is a very good way to spend the long winter evenings," added Bennett.

The cost of having a custom rod fabricated for you depends upon many things, as does building your own rod. The type of blank, the type of guides and reel seat and the grip, windings and finish all affect the cost, as well as the builder's fees.

Prices range from $25 for a bay and jetty rod upwards of $500 for a Blue Water gamefish rod. It is not unusual for a fisherman to spend $75 for a good surf rod. For the really heavy duty "horse'n" rods used to drag the big ones out of the surf of, say, North Carolina's Outer Banks, a man might spend that much just to make his own "braggin stick".

It all depends upon what YOU want and what you are willing to spend, either or both, in time and money. It is going to be custom tailored to your needs so expect to get what you pay for. Not necessarily inexpensive...but cheap at twice the price if it does the job for you!

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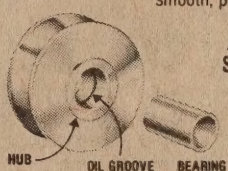

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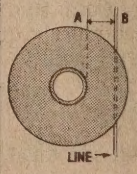

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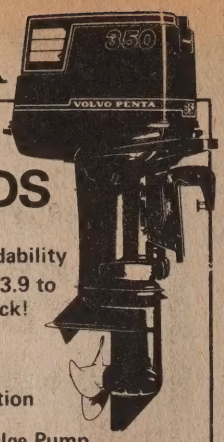

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L.I. Marine Ecology: Part IX

THE 200-MILE LIMIT & LIBERTY

by Dr. William A. Muller

A recent editorial appearing on these pages generated considerable interest. The intense concern of our citizens over this problem results from the clear and present danger of foreign fishing fleets on our continental shelf.

The danger lies not only in the depletion of fish stocks, but also the destruction of the fishing equipment of Americans, harassment of our fishermen, interference with valuable tourism resulting from the decline of fish stocks, the possible interference with stable coastal ecology, and the new recently added dimension of possible direct bodily harm to U.S. citizens.

We proposed in the editorial that the present federal position amounts to taxation without representation because such a large portion of our citizens representing a vast cross-section of professions and interests, including congressmen and senators, want the 200 mile limit.

The insanity of the official federal position manifests itself again and again. The latest development involves the capture of a polish trawler several weeks ago by the Coast Guard. The 288-foot stern trawler Lepus was caught inside the present 12-mile limit. The end result was the imposition of a $185,000 fine against the ship, no criminal charges against the captain, Bronislaw Olejniczak, and the release of the ship's catch of 364 tons of mackerel after payment of the fine.

Well, we investigated further. We discovered that on Monday, January 5th, 1976, when the catch could have been sold, Mackerel was commanding $0.65 a pound. That converts to a value of $473,200 for that catch. Therefore, in reality no fine was paid because the polish ship steamed away with $288,200 dollars worth of U.S. fish. A neat profit wouldn't you say? If you were in business would this fine prevent you from coming inside our territorial waters next time?

Who was responsible for this decision? It was a joint settlement reached by the U.S. attorney's office and representatives of Amerpol Inc., a New York-based company that is jointly controlled by Polish and American business officials. This seems to us to be a strange way to deal with law breakers. If a bank robber were caught, would he or she be involved in negotiations to decide upon proper penalties? Let's face it, penalties should be imposed by the judicial system without regard to demands of the criminal. Negotiations are for labor-management problems not criminals.

This incident marks the 10th time a foreign fishing ship has been seized inside the current 12-mile territorial limit during 1975. Total cost of these settlements in 1975—1.5 million dollars. Incidentally, what happens when U.S. tuna vessels are seized within the 200-mile limit of some South American countries? Answer, fines are often in the millions per incident!

What are the reasons why we are so lenient about fines and seizures? Why hasn't the 200-mile limit been passed? Why is it, that in a democratic society, where the will of the people should rule, we still have no 200-mile limit? Let's look at what we have been able to uncover through investigation.

Two fronts of resistance seem to dominate the opposition to the 200-mile limit: The State Department and American big-business.

Secretary of State Kissinger: Referring to the Law of the Sea Conference in Caracas, said: Officials "will be meeting again next spring with a view toward concluding an agreement in 1975." Privately Senators who attended these conferences never believed that an agreement was possible before 1980. Many experts believe that destruction to our coastal fisheries will be extensive and possibly beyond redemption by 1980.

The Defense Department: Expressed concern that multi-nation

retaliation to our 200-mile limit with their own 200-mile limit would prohibit navigation and over-flights of 40 percent of the world's ocean surface.

In reality, citizens and officials in favor of a 200-mile limit are not in favor of a total ban within this zone. Instead, we wish to prohibit the taking of fish and minerals within this zone while allowing normal navigation. Hence, the phrase, 200-mile fishing jurisdictional limit.

The State department: Is against the 200-mile limit because it fears the deterioration of detente. The State Department has lobbied heavily to the President and it seems likely that he will veto any 200-mile bill that the Senate passes on to him. Although the State Department understands the importance of improved international relations, marine biology and coastal ecology is definitely their short suit.

Big Business: Do not be misled by the figures that show the U.S. percentage of the total catch along the Atlantic Ocean declining from 92.9% in 1960 to 50.0% in 1974.

Our neglected and unprotected commercial fishermen are not in the mainstream of big business. They catch the fish but they do not ship, store, process, package, or distribute fish products. They are the pawns of both big business and the Department of State. Official action by the Federal Government has only been of token importance and designed to pacify NOT correct!

Meanwhile, U.S. imports of fish continue to rise and thus big business continues to profit from the exploitation of our fisheries by the Soviet block nations! The Iron Curtain countries sell fish to the Europeans who process it and resell it to the U.S. companies. Thus, the rational for the existence of companies like Amerpol Inc.

Example, in 1957, 67% of the fishery products consumed in the United States were produced at home. By 1967 the percentage was a mere 29% and has continued to decline since.

Do you know also that American technologists have gone to Russia and shown them how to use fish meal to raise more and better beef! That's right, we are giving them more reasons for harvesting more fish!

More Facts:

1. Foreign fleets reduced the abundance of sea herring in the North Atlantic by 95% in 2 years.
2. Ocean perch catches by U.S. fisherman down more than 94%.
3. Arrowtooth flounder catches made by U.S. fishermen down more than 79%.
4. Biologists fear haddock are on the verge of extinction due to Soviet efforts on Georges Bank.

These are just a few of the facts while subjective effects can not be proven, but are suspected. The decline of our cod, pollack, silver hake, whiting, red hake, yellowtail flounder, plus countless types of bait fish has reduced sportfishing catches of everything from mackerel to striped bass.

You know, we have been fortunate in our history to have many leaders who grew into the importance of the office that they held and succeeded in making decisions based upon national need instead of personal priority. George Washington, Thomas Jefferson, Harry Truman, and General Eisenhower are good examples.

Regardless of my disdain for General Eisenhower's lack of dynamic leadership during his tenure, he did manage to gather the intestinal fortitude to reveal one of our clear and ever present dangers in his farewell address. He said: "Beware of the military-industrial complex."

Indeed he was right. Time and time again government officials and agencies show that they are bonded and controlled by military and industrial interests to the detriment of the good of the American people. We at The Fisherman are sick of it. Too many American's have died for the right to have a free society. Too many decades of sacrifice have been experienced by our citizens to relinquish the dignity and blessings of freedom and liberty now. We **will not** let go!

It is time for the President to lead not only the mass of citizens but the officials and leaders that he appoints. Lately it seems to have worked the other way around. His enlightment is crucial to his own future or he will be unhappily surprised in the next election. I know that the people of this country will **not** be fooled by slick talk and empty excuses.

In short, Mr. President, it is time to fish or cut bait.

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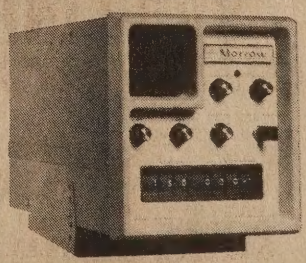

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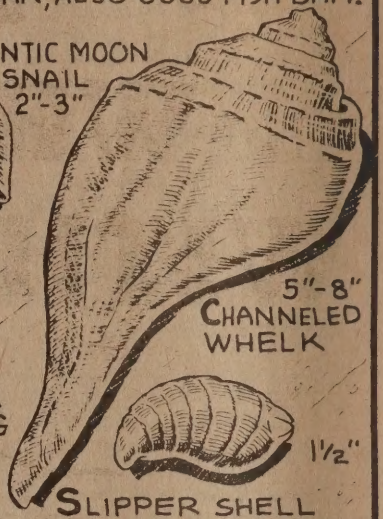
NORTHERN MOON SNAIL 2"-4"

BAY SCALLOP 2"-3"

ATLANTIC MOON SNAIL 2"-3"



5"-8" CHANNELED WHELK

RIBBED MUSSEL 2"-4"

ANGEL WING 4"-8"

2"

FALSE ANGEL WING

HARD SHELL, CHOWDER CLAM OR QUAHOG 3"-5"

ALSO SMALLER CHERRYSTONE AND LITTLE NECK SIZES.

1"

CROSS-HATCHED LUCINE

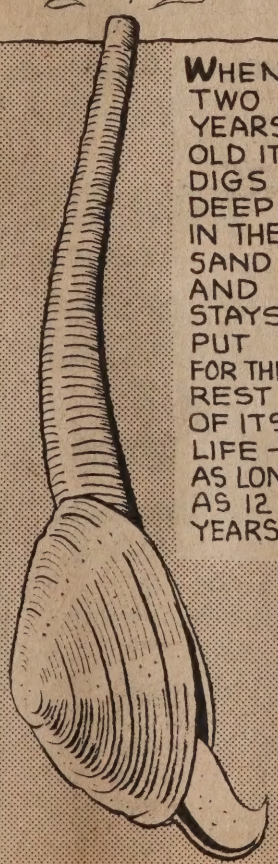
PERIWINKLE ½"-1"

1½"

SLIPPER SHELL

SOFT-SHELL CLAM

DUG IN. 1"-6"



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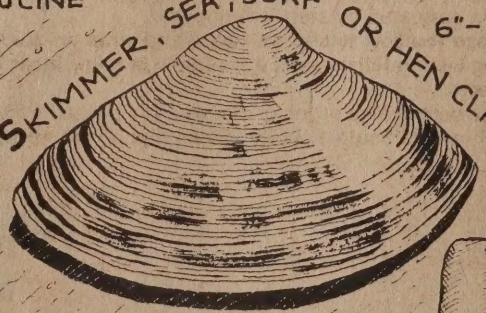
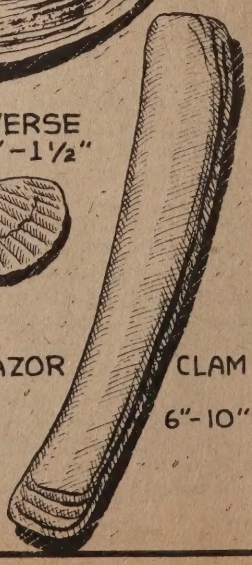
SKIMMER, SEA, SURF OR HEN CLAM 6"-8"



EASTERN OYSTER 2"-6"

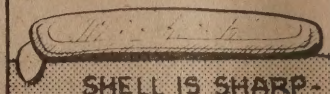
TRANSVERSE ARK ½"-1½"



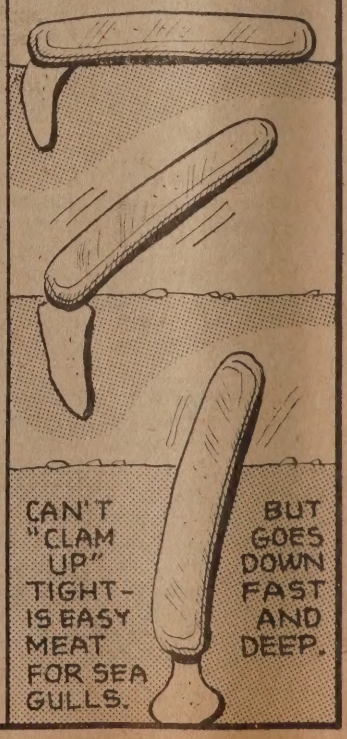
RAZOR CLAM 6"-10"

RAZOR CLAM

DIGGING IN.



SHELL IS SHARP AND TOUGH ON BARE FEET!



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HOW TO WRAP A ROD WITH GUDEBROD

Aetna Foulproof Guides

Introduction

The following pages are excerpts from "How to Wrap a Rod with Gudebrod," a handbook designed especially for the amateur fishing rod builder. It pertains to the use of Gudebrod Rod Building Accessory Products and takes you through the rod wrapping and rod finishing processes in easy step by step instructions.

It will teach you how to choose, space and wrap on guides—how to apply a long lasting finish—and even throw in a few ideas on creating special effects.

This is the book that gets you going. And it's available for only $1.00 from Gudebrod, 12 South 12th St., Philadelphia, PA 19167.

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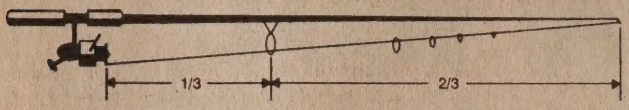
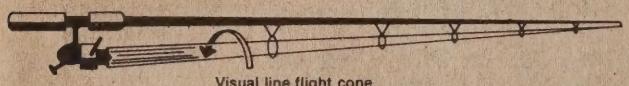
SPACING THE GUIDES

As far as we can see, there is no cut and dried formula for spacing the guides on the rod shaft. Each blank seems to have individual characteristics and even the rod manufacturers find it necessary to go through a physical rather than a mathematical trial and error session to set up an original rod model. Therefore, we recommend the following adjustable method, and feel that it is close to 90% correct. We will start with the spinning rod and discuss most of the normal guide spacing problems in that section then get into the specific differences between spinning, casting, trolling and fly.



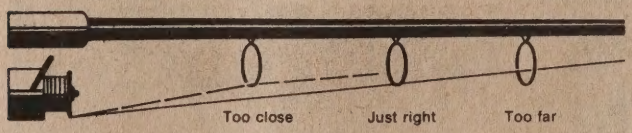
We will assume the butt section and reel seat of the rod are already in place. Install the tip guide with tape. Attach the spinning reel you intend to use with the rod. Be sure it is loaded with line. Place the gathering guide (the first big guide) at ⅓ the distance from the face of the reel to the rod tip and secure it with tape. Open the bail and run the line towards the tip threading it through the complete set of guides. Allow the unattached guides to hang free on the line. Tie the line to the tip top ring on the side of the ring away from the rod shaft. Leaving the bait open, place a heavy rubber band on the reel spool holding the line tight and make it run from the bottom of the spool to the tip. Loosen the drag on the reel and rotate the spool several times. You have not established a true visual picture of the **cone of flight** and we can not set about to reduce as much friction as possible.



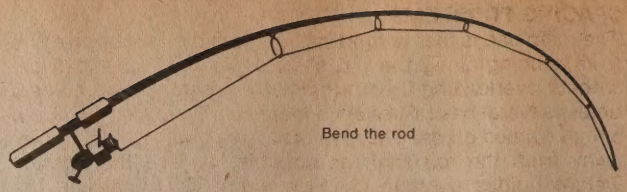
Visual line flight cone

With the loose guides still hanging free, untape and move the first (big) guide to a point on the rod where the guide ring no longer touches the line. You will then have a straight, unhampered line from the bottom edge of the spool to the rod tip. Rotate the spool to insure that the sides of the line flight cone are free from any unwanted angle caused by contact with the guide.

If it is necessary to move the first guide too far (6 inches or more)...or move from the butt section of a two piece rod to the tip section, then you need the next biggest guide. At least the first (big) guide of the two piece rod should be on the bottom section.



Tape the rest of the guides in position by sliding them along the line and the rod shaft in a way that they do not cause excessive friction on the line. Actually, they should just touch the line but not cause any angle change. This is the ideal method but it is not always 100% attainable. You must be prepared to compromise because of many reasons, such as, excessive blank taper, an oversized or unmatched reel, and guide availability. If you must compromise, do it near the tip and not back at the first, second or third big guides. Remember, every place you choke the line flight cone is another reduction in the rod's distance casting capabilities. The choking effect is increased as it progresses back toward the reel.



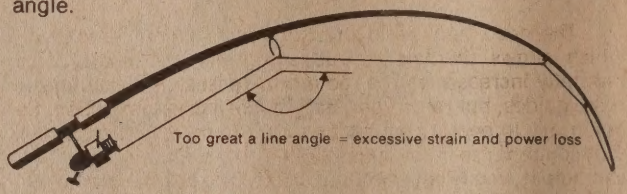
Bend the rod

Now that we have established spinning rod guide spacing in relation to good casting, we must deal with the guide's performance in fighting a fish.

Tape down both feet of each guide—untie the line from the tip—remove the rubber band from the spool—close the bail—pull the line out thru the guides and tie it to something heavy on the floor.

Tighten the drag to that which you'd normally fish, and apply pressure to bend the rod. Careful not to go so heavy you rip the tape on the guides. The caution here is also to use the line test that matches the rod. Do not make this test with a 20 lb. line if the rod is rated for 12 lb. because you will overdo everything.

The idea here is to see that the line closely follows the bend of the rod shaft and does not allow for any excessive line angle.



Too great a line angle = excessive strain and power loss

It is true that we said earlier to use as few guides as possible for good casting. But, here again, is a compromise...and this also dictates how few guides are possible.

Too great a line angle on any guide causes excessive strain both on the line and the guide. This increases the danger of line or guide failure—along with excessive guide wear during the normal retrieve. But even more important is that the wider the gap between the guides, the less the application of the full bending power of the rod shaft can be brought to bear upon the fish.

The line must work in harmony with the rod. The power of the bend between the first and second guide in our exaggerated illustration shows the wide gap allowing the rod shaft to bend without applying its full potential to the line.

This evenness of the line pressure on the guides is particularly important on spinning and fly rods as the guides are positioned on the bottom of the rod. They take far more pressure and abuse then those found on casting and trolling rods. The line pulls against the ring at its farthest point from the rod shaft, thread wraps, guide welds and bridge bracings; whereas the line pressure on casting and trolling rod guides is applied to the guide's ring edge near the rod shaft bringing pressure down onto the blank instead of pulling away.

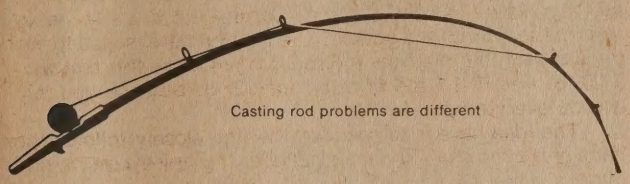
When you think they are positioned properly...cast the rod before final wrapping of the guides just in case they may need adjustment.

FLY ROD GUIDE SPACING

The only basic difference in spacing fly rod guides is to start with the first guide at ¼ (instead of ⅓) the distance between the reel and the rod tip. You'll need a braced guide for the stripping guide (1st guide) and should resist using snake guides that are too small. Due to heavy line diameter, friction is the scourge of the fly fishermen. Fly lines have a tendency to cling to the rod shaft during the cast and this slows them down. Larger, thin wire snake guides will keep the line away. Again use as few guides as possible after making the pressure bend test.

CASTING AND TROLLING RODS DO HAVE THEIR GUIDE SPACING PROBLEMS

The main one is that it's virtually impossible to keep the line from rubbing along the rod shaft while fighting a big fish without overloading it with too many closely spaced guides, unless several basic rules are adhered to. They are: 1. Choose a high framed guide. The idea is to have the ring itself as far away from the rod shaft as possible. 2. Use the lightest weight guides possible. 3. Fish a line that matches the performance capabilities of the rod shaft. This doesn't mean you can't fish 25 lb. test line on a 15 lb. rod. It just means you should set your guides up for a 15 lb. rod and not get mad when the 25 lb. line cuts a bloody ridge into the top of your thumb on the foregrip. 4. Try not to choke off your line flight path on a casting rod any more than you would the spinning, even though this is extremely difficult.



Casting rod problems are different

The need here is to prevent a guide gap, as shown, which allows the line to rub along the rod shaft. This naturally increases as the rod arc increases. The solution is more guides, but remember, each guide increases friction. So again, try to beat it, but be prepared to compromise. Make that compromise if you must in the tip section, do not, if you can help it, compromise in that critical area of the reel to the first guide.

The line in this area should be kept off the shaft and not cut into your hand on the foregrip. Too small a first guide can cause this—the first guide being too far away is another—and more times than not, a poorly designed blank with a weak butt section is the culprit. Whatever the reason, try to avoid it.

Even though Utopia is a friction free line path from the casting reel to the lure, it is not as critical in casting as in spinning. The line peels off the spinning reel in wide circles during the cast and must be controlled down into a funnel, whereas, it comes off the casting reel in a side to side motion and, thus, can stand more guides choking control without seriously affecting fishing performance.

Tradition dictates small conventional type guides on casting rods and will do so for years to come, but the irony is that somewhat larger non-choking guides will help your casting even if they aren't emotionally acceptable. Anyhow, let's stick with tradition but sneak in a few larger guides on the butt section.

Place the tip and the reel on the rod—string the guides as earlier discussed—tie the line to a heavy object and apply a pressure bend so that both the handle and the rod tip are at a 45° angle to the floor. Space your guides—tape the first one at a point which keeps the line off the rod shaft. Release the rod and lay it flat with the reel up and the line still tight to the object. Wind the reel one complete traverse of the level wind and notice how great the angle is from the guide to each side of the reel. If it is not too excessive, forget it (you can't go further out towards the tip because the line will then rub on the rod shaft under pressure). If the line does not touch the guide or contact is minimal, feel free to move it further towards the butt, as long as it does not disrupt the line flight path.

Securely tape the first guide in place—again apply the pressure bend. Tape on the rest of the guides and don't be afraid of adding one or more guide then you first thought was necessary.

ROLLER GUIDES ON TROLLING RODS

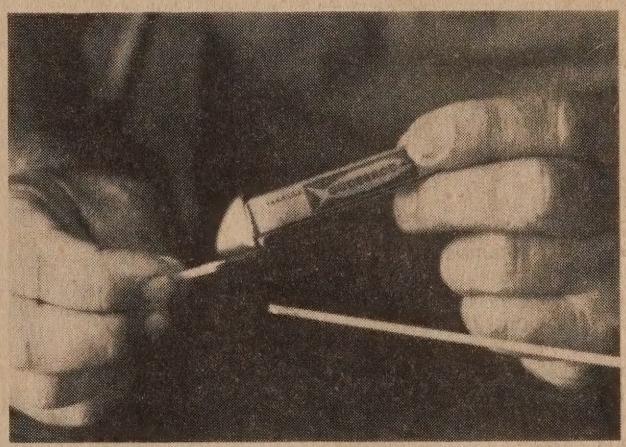
The same spacing requirements apply to installing roller guides on trolling rods in regard to the lines rubbing the rod shaft. However, since the trolling rod is not used for casting, the side to side line flight path is not nearly so critical and the first guide can be placed closer to the reel if necessary. The caution here is not to go as close as to allow the line to rub the edge of the roller guide housing—be sure it only rides on the roller. Once the first roller guide is in place, establish a high nonrubbing line, the rest of the guides are easily placed depending on the rod bend. In the case of the trolling rods, however, you should apply almost enough pressure to bring it near the breaking strength of the rated line test.

ROD TIPS

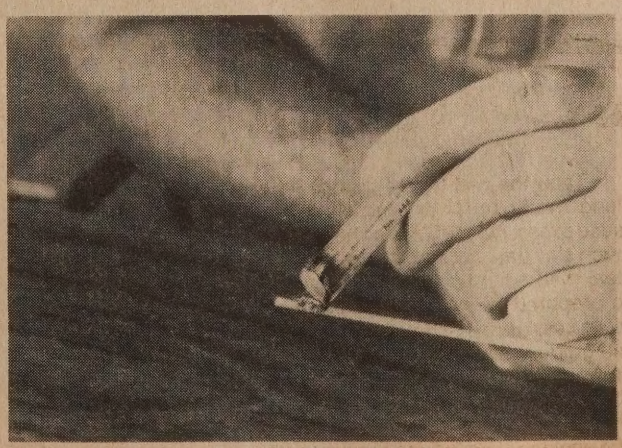
There are two basic designs in rod tips which we will discuss here. The one is the tube type which is held on the tip of the rod with ferrule cement and the other is the Aetna Foulproof which is a wrap on type. Be sure the diameter of the tube type matches the blank tip.

To install the tube type with Gudebrod Ferrule Cement, heat the ferrule cement stick and apply the ferrule cement to the rod tip. Do not apply the flame or heat to the rod shaft itself. Now take the tube type tip, heat it and slip it over the rod tip. The hot tip will remelt the ferrule cement which is on the rod shaft, forming a secure bond. When it hardens, peel away the excess ferrule cement on the rod shaft.

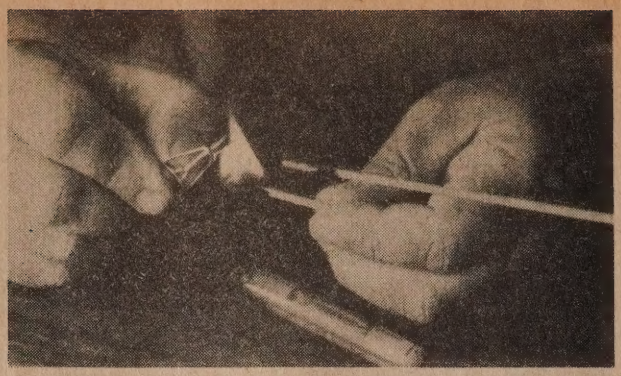
To dress up the tip section, wrap a short thread behind the tube. On lighter action rods, this is all that is necessary. On heavier action rods, it is wise to continue the wrap up over the tip. This will give some added strength on heavy duty



Heat the ferrule cement



Apply to the rod shaft



Heat the tip guide

work. It should be understood, however, that the more thread you apply to the tip section, the more danger of overloading the rod which means causing it to bend under lesser pressure or strain than is necessary. It is, therefore, wiser to apply as little thread as possible to the tip section.

The Aetna Foulproof tip is a wrap on guide that actually clamps to the tip section. The advantage of this guide is that it is far more versatile than the tube type because the tube type must have a diameter match to function properly, whereas the Aetna guide can be used on any rod tip. It makes it an ideal spare tip to have around camp or in your tackle box for those emergency situations. Simply start a master thread wrap as you would normally, slightly behind the guide foot of the Aetna tip, and continue on winding up over the foot of the guide and finish off normally. You have an extra light weight tip installed.

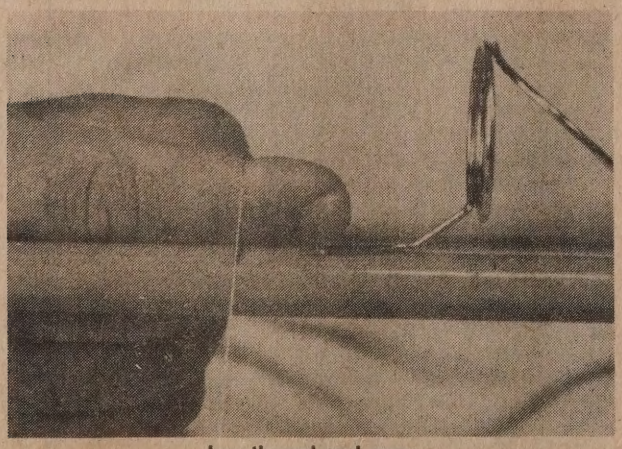
UNDERWRAP HEAVY DUTY RODS

It is at this point that you must decide if the rod warrants an underwrap. An underwrap is a large band of thread wrapped on to the rod before the guide is mounted. The guide actually sets upon and is wrapped onto the underwrap. This protects the rod from the guide feet. The guide underwrap is used mostly on heavy duty surf and trolling rods for its strength and appearance. It does perform a function of stiffening the heavy duty rod shaft, whereas it will tend to overload light action rods.

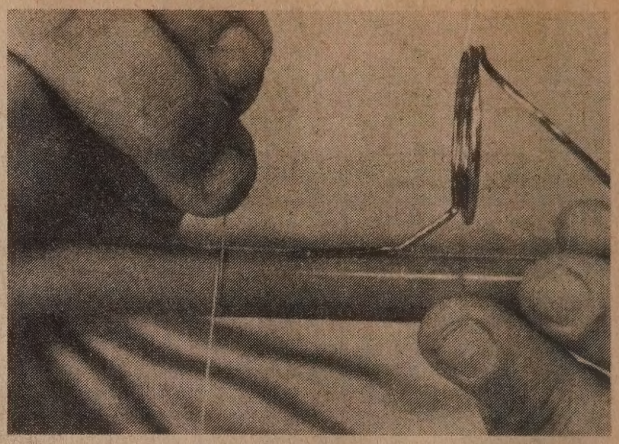
To make an underwrap, place a mark another ¼ inch further out—remove the guide—make the following basic wrap, the indicated length—retape the guide in place—and wrap the guide feet with the basic wrap.

THE BASIC WRAP

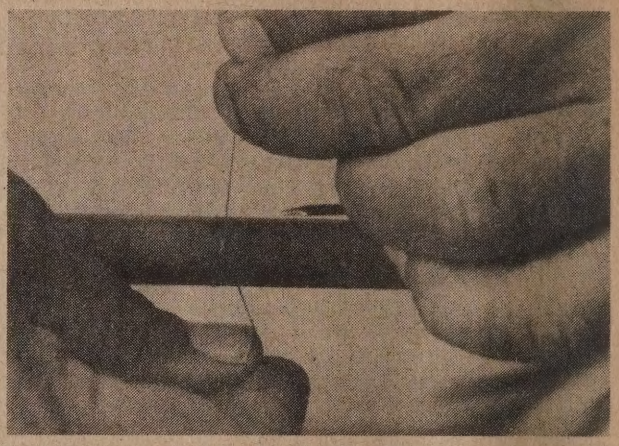
Lay the rod blank in the wire holders. Line the guide up with the center of the book. Grasp the master color thread coming out of the book with your fingers and, leaving 3 or 4 inches excess, lay the thread over the rod shaft at your predetermined wrapping mark.



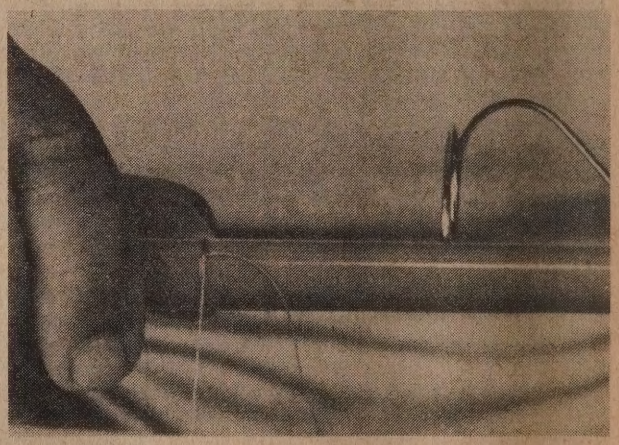
Lay thread end over



Come around one time



Form a locking X



A few more turns

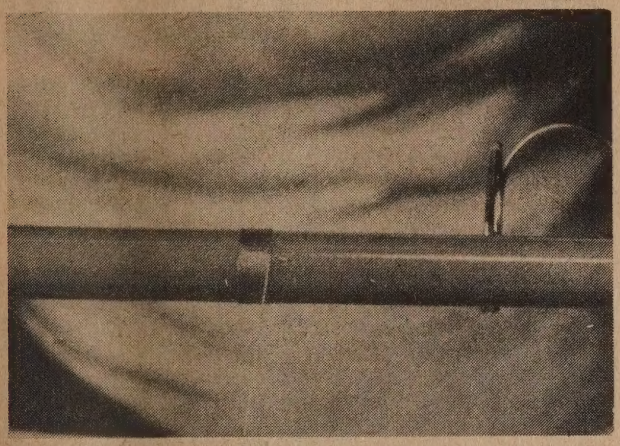
Bring the loose end of the thread completely around the rod shaft and pull tight towards you. Using both hands, lock the thread onto the shaft by forming an X so that the pressure of the thread coming from the book will be forced down onto the loose end. The wrapping process is performed by rotating the rod blank towards you in such a way as to allow you to see the thread being wrapped on the blank.

Keeping your thumb on the rod shaft, in order to keep

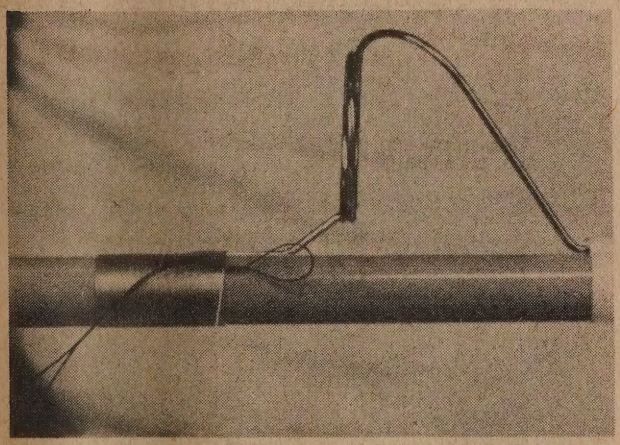
the wrap from slipping, make several more turns to secure the locking of the loose end.

It is important here that you have properly lined up the thread path from the book to the rod blank in order to form a tight wrap. This is accomplished by the thread coming onto the blank from the book at a very slight angle. This causes the thread to pack tight against itself from the side and acts as its own guide, thus making it easy to rotate the blank at high speeds.

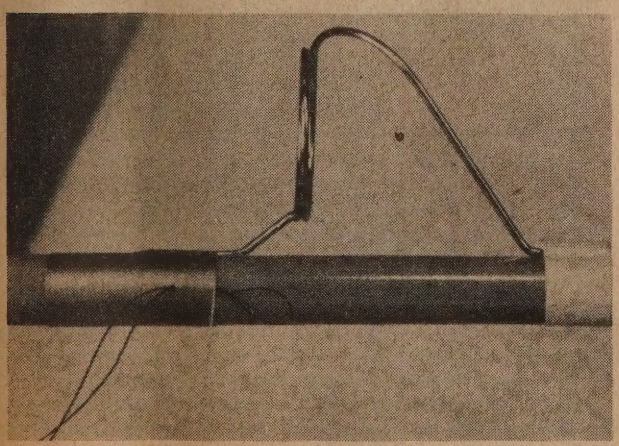
Continue to wrap half way to the guide foot and there, trim off the loose end.



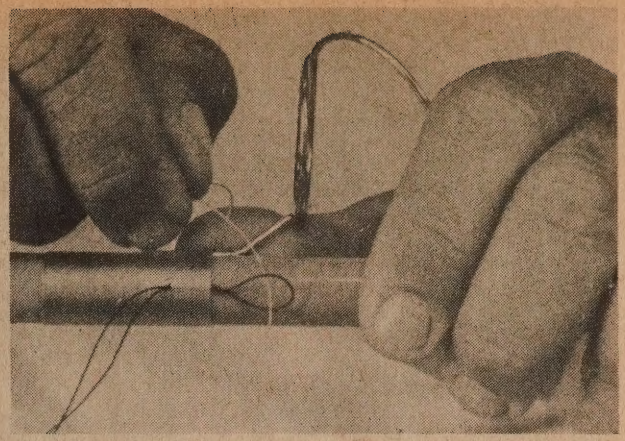
Trim loose end



Install pull thru loop



Complete the wrap



Run line thru loop

Take one of the six inch pieces of cut thread. Make it a different colored thread but be sure it is the same size, and lay it parallel to the rod shaft, the loop pointing towards the guide.

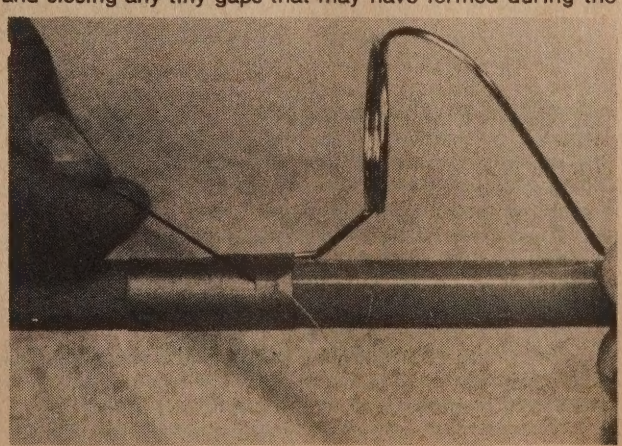
Continue wrapping now to the upward bend of the guide foot. Do not wrap up the guide foot any further than where the thread remains flat on the rod blank. To continue up the angle of the guide will cause the thread to break from excess bending during fishing. It will also fracture the final finish and cause a more restrictive action to the rod. Place your thumb (arrow) on the thread wrap to hold it tight—cut the main thread between the book and guide—push the cut loose end thru the loop.

Once through the loop, using the same fingers that pushed it through the loop, pull the loose end down firmly. Remove your thumb from holding the wrap tight and use that hand to grasp both ends of the wrapped end looped thread (arrow) and pull carefully. Do not release the master thread too soon and allow the wrap to come loose.

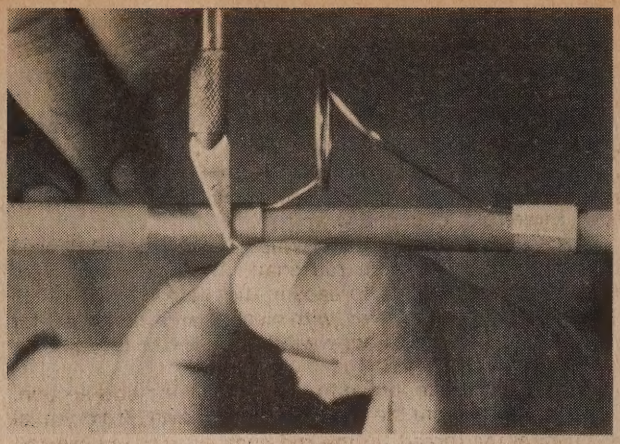
Once in this position, drop the master thread, continue pulling the loop thread and the master thread all the way through.

Trim the excess thread with an X-Acto knife or razor blade. Trim it as close as possible to the wrap, careful not to leave any fuzz or tiny threads hanging loose as they will show up as ugly bumps when the final finish is applied. You can remove problem fuzz by a fast singeing with a match if need be.

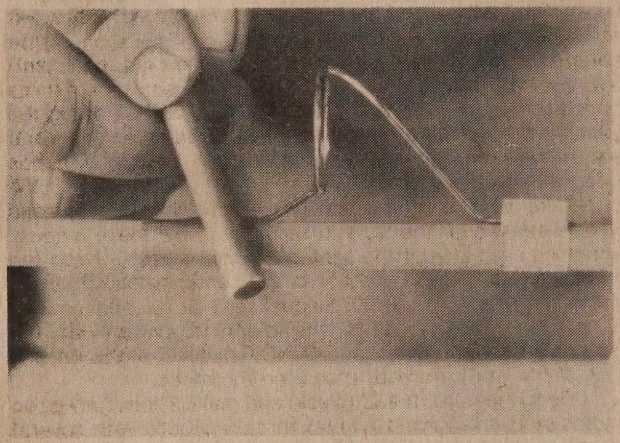
Taking the other end of the X-Acto knife, a pencil, side of a scissors or anything round, run back and forth and in towards the center along the wrap, smoothing the wrap out and closing any tiny gaps that may have formed during the



Pull loop thru



Trim loose end



Smooth the wrap

wrapping process. Be careful not to open up new gaps at the end of each wrap.

APPLYING COLOR PRESERVER

Color preserver has a very thin consistency in order to soak completely into the thread. It is best applied with the tip of the index finger. Place the finger over the mouth of the bottle—tip it—pour it down—place finger on the rod wrap—rotate the rod. Cover the wraps completely (thread will turn darker when saturated and return to original color when the color preserver dries). Wipe off excess. Allow 15 to 30 minutes to dry and apply 2 more coats. Allow 24 hours before applying final varnish or Hard 'n Fast finish. If your hands are dirty or oily, use a brush.

A WORD ABOUT ROD FINISHES

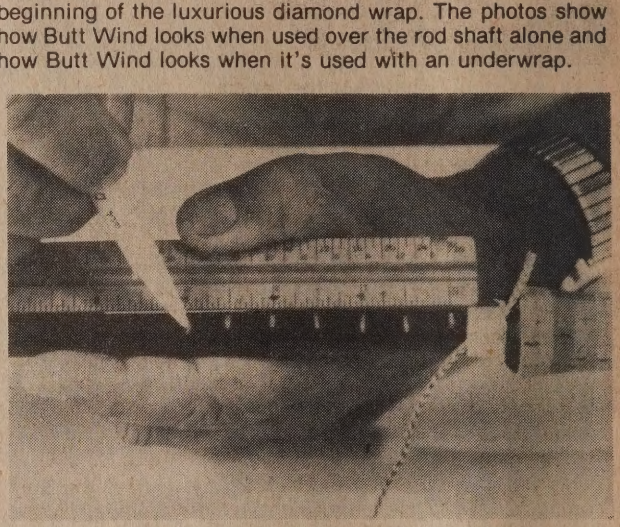
The purpose of the finish is to protect and beautify. You have the choice of varnish or one of the new epoxy type finishes. The object is to fill in the hills and valleys and build a smooth surface on top of the thread wraps while, at the same time, locking in and securing the guides and thread to the rod. This is where color preserver plays an important part. Its saturating action fills the gap (A) on the underside of the thread and hardens the top surface (B) of the thread forming a non-penetratable base for the final finish.

Be careful to fully saturate along side the guide foot which will have a wide gap (C) and the opening at (D). If water gets in under there, it will discolor the thread.

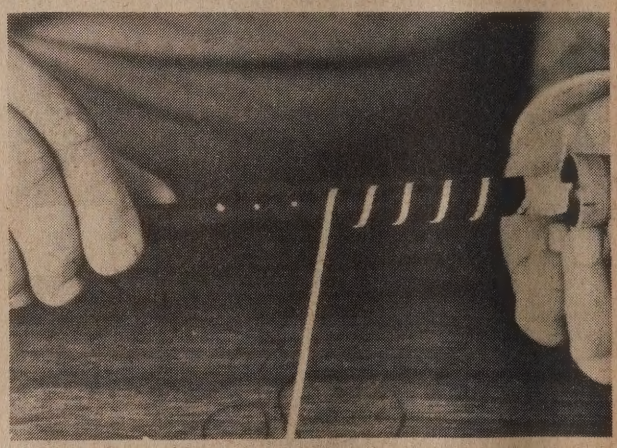
Three coats of varnish should be applied while one coat of Hard 'n Fast is sufficient, except on the heavy duty EE thread where the gaps are wider.

Give The Rod A Custom Look With Butt Wind®

Butt Wind is a flat tape of woven nylon thread. It is 3/32 in. in width, sold and packaged in 3 yd. lengths and available in several two tone and solid colors. Butt Wind can be used in a great number of ways. The most common being by itself, proceeding from the handle toward the tip, covering 3 or 4 inches of the butt and finished off with one master wrap. Or, being applied over an underwrap. It is also the basis for the beginning of the luxurious diamond wrap. The photos show how Butt Wind looks when used over the rod shaft alone and how Butt Wind looks when it's used with an underwrap.



Mark the blank

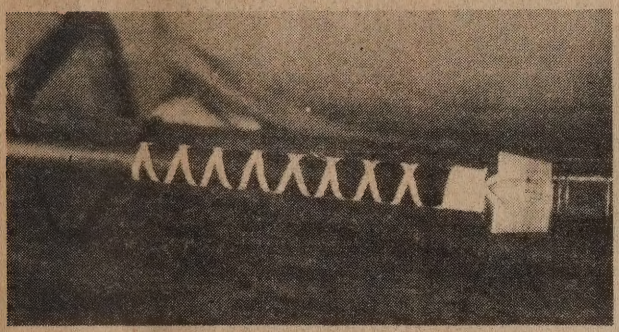


Spiral wrap forward

HOW TO APPLY BUTT WIND

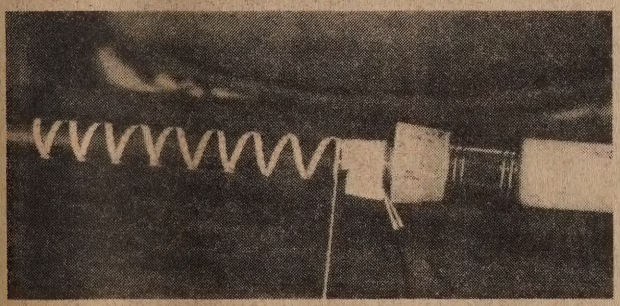
First decide how far up the rod shaft you want the wrap to run. The example here shows markings at ½ inch intervals. This ½ inc. dimension is the most common used on the thinner diameter fly, spinning and casting rods. As the diameter of the rod increases, such as with surf sticks and trolling rods, it is best to increase the spacing distances. Using a 3 to 5 inch piece of ½ inch masking tape doubled at the end, as we did in the earlier wrapping series, attach the loose end of the Butt Wind to the rod shaft. Take the 3 yard piece of Butt Wind off the card and run it through the book the same as we have done with the thread to apply pressure. Hold the rod at an angle to the book, wrap the Butt Wind forward crossing at each indicated mark and at the last mark cut back across and return back to the handle.

Return to the handle

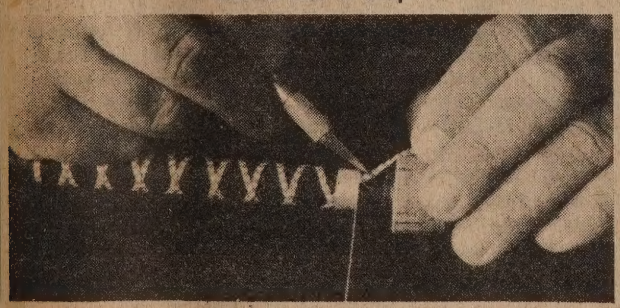


Tape loose end

As you approach the handle, hold the ends of the Butt Wind tight, unwrap one full turn of the masking tape, lay the loose end of the Butt Wind down and retape, resulting in a completely wound segment with the two ends of the Butt Wind sticking out beyond the tape. Trim the excess Butt Wind as shown.



Start a lock in wrap



Trim the Butt Wind

Here we start a master lock-in wrap. Using the same color thread as has been used on the guides, start this wrap 1/8 of an inch from the edge of the tape. Make a few turns to securely lock in the Butt Wind. Trim the Butt Wind off half way between the wrap and the handle. Cut it on an angle away from the thread to insure that as you continue to wrap on, you do not come down over a straight, abrupt edge but a pointed edge which gives a nice smooth finish.

"Special Effects"

We are going to demonstrate the mechanics of the diamond wrap in its simplest form, which is one thread at a time. As you become skilled, you can use up to four threads simultaneously, but, we will use one here and perform a basic three-color diamond wrap.

The first step is an underwrap. This keeps the thread from slipping on smooth rod shaft. The underwrap color should contrast with the threads in the diamond pattern. In this case a light yellow color, with black, orange and white for our diamond pattern. Orange will be the center thread.

Tape the orange thread to the blank at the butt section. Remove the rod from the rack and point it away from you at 45°. Spiral the thread up the rod shaft by rotating the rod. Keep successive spirals at equidistant intervals. Wrap up to within 1 in. of the top of the underwrap. Turn the rod down at 45° and wrap down the butt in the same configuration. At the handle section, make 4 quick turns (neatness not important) over the tape to secure the wrap. NOTE; Repeat these 4 turns after each spiral wrap is complete. Wrap back up along the left side of the original spiral, reverse the rod, wrap down and secure the wrap. Repeat the spiral wrap 4 to 6 times. (5 times in our illustration.)

Take your second color (we used white) and make several turns over the tape to secure it. Now make 3 spiral wraps on each side of the center (orange) thread. Wrap the (white) thread first on one side of the center thread, then on the other side. Repeat this sequence 3 times and secure. Notice the appearance of the diamond pattern at the intersection of the threads. DO NOT make 3 wraps on one side of the center thread, then 3 on the other.

Tie in the third thread (black) and make 2 spiral wraps on each side of the second (white) thread. Secure with several wraps around the tape. Your basic diamond pattern is complete. Tighten up any gaps in the pattern with your fingernail.

Now, we lock it all together. Make a ½ in. band of the center color (orange) thread. Start the band in the center of a diamond and work toward the butt. Wrap the band to within ¼ in. of the tape. Now, using your left hand to hold the rod, and tension from the book to keep the wrap tight, trim the lower (sloppily wrapped) threads from the butt section to within 1/8 in. of the (orange) band. NOTE: Use care not to cut the underwrap. Finish off the orange band. Wrap a 1/8 in. white band, followed by the same band in black, on both sides of the orange. Repeat the same multicolored band at the tip of the underwrap and "Voila", your expensive looking custom wrap is finished.

For those who would like to get deeper into custom rod making and learn how to wrap the more intricate decorative patterns and designs, we suggest an informative book by Dale Clemens entitled "Fiberglass Rod Making". Available through Winchester Press, 205 East 42nd St., New York, N.Y. 10017.

Now . . . let's get outa here and go fishin!

SNEAKRETS

by Fred Schwab

Part I

Now what kind of a title is that? Why the word doesn't even appear in the dictionary! Sneak, yes, but **SNEAKRETS**, no!

In general, the definition of the word "sneak" is, "to go stealthily or furtively". The synonym of "furtive" is "secret", and so, a new word is born. At least as a convenience to writing this article. It is hoped that this bit of butchery upon the English language will be tolerated.

The word **SNEAKRET**, as just defined seems an appropriate labeling of certain actions by those who engage in the activity of angling. It's doubtful that there are any consistently successful anglers who, from time to time, do not practice the art of **SNEAKRETING** to some degree. Some probably do so out of habit or without realizing it, while others consciously engage in such practices.

Have you ever had a location, a lure, a way of baiting a hook, or a method of fishing which you kept to yourself or among a small group of individuals? To reach a favored location undetected, have you ever deliberately taken a longer route than is necessary? Did you ever hide a catch of fish or in response to an inquiry, state that you'd had no luck, when in fact you had? Do you make it a practice, when possible, to drive your buggy along the beach with lights out, or purposely fish without a light on the darkest of nights? To avoid detection, have you ever concealed your car in the bushes rather than at roadside or in a nearby parking lot? If you've answered yes to any of these questions or taken other actions for similar reasons, then you're quilty of having engaged in **SNEAKRETIVE** acts.

Some of the most adept **SNEAKRETER'S** are to be found among the professionals. These are the charter boat Captains, who when at dockside or in close company with their peers, may display the usual lures or none at all, but when away from the crowd break out some ultra secret weapon. A good Captain marks the better fishing locations with shore ranges or other fixed objects, and the best of these are among his most closely guarded secrets. Headboat operators who specialize in wreck fishing, or who have found an especially productive piece of bottom, go to great length to keep the good locations to themselves. Of course, with a professional, fishing is their livelihood and the "why" of **SNEAKRETING** is easily explained, understood and rarely criticized.

Within the sportsman's ranks there are some who, for personal reasons, are highly critical of others who employ such practices. Discounting the hypocritical and the lazy; under certain circumstances criticism from some individuals may be justified, but heck, hey guys, that's the way the game is played and in many situations, must be played.

It's a pretty fair assumption that along the Atlantic coast, no single species of fish has motivated **SNEAKRETIVE** actions more than the striped bass and it follows that within the ranks of striper fishermen, one can find the greatest number of masters in the art of angling **SNEAKRETIVITY**. It is not at all unusual for some striped bass angler to believe that he's discovered some new "hot spot", a new lure or modification of one, or a slight variation in presenting a bait or artificial, only to find that others have quietly been fishing the same location or doing the identical thing, quite successfully, for months or even years.

Experienced surf fishermen fully understand the need for **SNEAKRETIVITY**; they've learned the hard way. A good catch spotted or slip of the tongue, too often results in the angler who worked his butt off to find the fish, being crowded out on the next tide, and more often than not the crowd will consist largely of anglers who spend much of their time watching what others do, or waiting for a phone call. Those whose learning years were spent in heavily fished areas have been burned too often, not to recognize the value of **SNEAKRETS.**

Two of the challenges which fishing, for striped bass in particular, offers, are locating the quarry and once having done so, trying to fool them into taking a lure or bait. Being the unpredictable critters that bass most often are, neither task is a simple one.

An angler, the very best included, frequently pounds the beaches for weeks with little or no success to show for sleepless nights, missed meals, wear and tear on equipment, a wet rump, an aching back and strange looks or cutting remarks from family and friends. Finally he hits fish and a hard earned reward is his. He's got to assume that the fish will return for one or perhaps several of the following nights and he'll be there. But now he's in a predicament. Does he tell the one or two individuals whom he regularly trades information with, and who he knows are tight lipped, or should he tell no one? In this instance the solution to the problem is quite simple. If he values those one or two friends and believes sharing to be a two way street, but does not want to find himself crowded out on the following night, he limits the information to them alone, and thats that.

Now if this lad belongs to a club, he has a much bigger problem. If the club has specific rules regarding "fish calls", such as so many fish caught during a specific period of time or a combined minimum size and number, and his catch falls within that rule, he is honor bound to release the information. But let's assume that no such rule exists, or he's got an outstanding catch but it falls a fish or a few pounds short of the club rule. He knows that fishing has been slow for everyone and at least a few club members are going to gripe if they find out that he kept quiet about it; what does he do?

I'm not going to give a direct answer to that question, because I've been embroiled in such controversy and recognize that in the final analysis, it is a question of one's judgement, based upon related circumstances. Instead, put yourself in our friends position and assume that one or more of the following conditions exists; there's limited parking the productive area is small or effective presentation of the lure is only possible for a few; a crowd will call attention to the location; some of your club members have difficulty keeping a secret or hold membership in still another fishing club to which they also owe allegiance; and finally, if someone outside the club put you wise to the fish, what about him?

In a club situation, newcomers to the sport have a legitimate complaint when it is pointed out that they joined with the expectation of learning from the more experienced anglers. In my opinion the veteran member, if genuinely interested in the basic club principle of sharing and in the clubs welfare, has an obligation to fulfill that hope. But it's a two way street, the beginner should recognize and understand that the pro's didn't

gain their knowledge overnight. In some cases they learned on their own, having spent their early years without the obvious benefits of club membership, volumes of literature on the subject and simple to use, spinning tackle. Many of these fellows joined a fishing club years ago, but well after they had graduated from the beginners class. They've seen newcomers, some seemingly really turned on to surf fishing, come and go and they're understandably reluctant to share many of their secrets. In this respect the beginner must win the veterans confidence and this can only be accomplished by demonstrating that he has the desire and willingness to work hard and accept sacrifices, just as they did.

Several paragraphs back, reference was made to anglers who spend more time watching others, rather than actually fishing. No reasonable person can fault the man who fishes for hours on end and employs every trick in the book to conceal, from that type of angler, the fact that he's taking or has taken fish. Similarly, the guy who only fishes when he knows it's good and expects a phone call every time someone else scores, deserves to be overlooked when the latest news is passed along. Guys who always look for a guarantee before venturing down to the suds have never discovered the real pleasure to be derived from the sport, are not true surf anglers and probably never will be.

Part II will be devoted to the telling of a story which it is hoped will prove of interest to you.

CLUB NEWS

L.I. FLY TYERS TEACH CHILDREN

The Long Island Fly Tyers wish to announce a rehabilitation program, teaching fly tying and fly casting to the physically handicapped children, at the Human Resources Center, Albertson, Long Island, starting January 16th.

The final session of the program will be a fishing trip to the Connetquot River State Park, Oakdale, Long Island.

The children will fly fish for trout with flies they tied. The Human Resources Center will provide the transportation as well as the refreshments for the fishing outing.

LIFT also would like to repeat an earlier announcement. "LIFT" is dedicated to help in rehabilitation programs, teaching and/or demonstrating fly tying to the physically handicapped; wounded war veterans in hospitals; to those persons in orphanages; to scouting groups, and other worthy groups."

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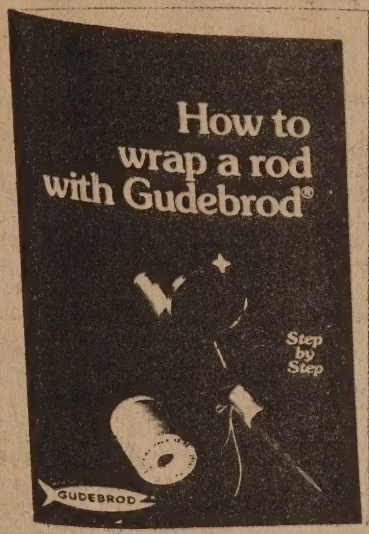

Here's the easy way to learn how to strip old guides, choose and wrap on new guides—apply a long lasting finish and create special effects, including the intricate diamond pattern. Gudebrod's® new manual literally takes you by the hand with ninety-four sharp photographs, illustrations, and instructions written in terms the amateur can understand and the professional will appreciate.

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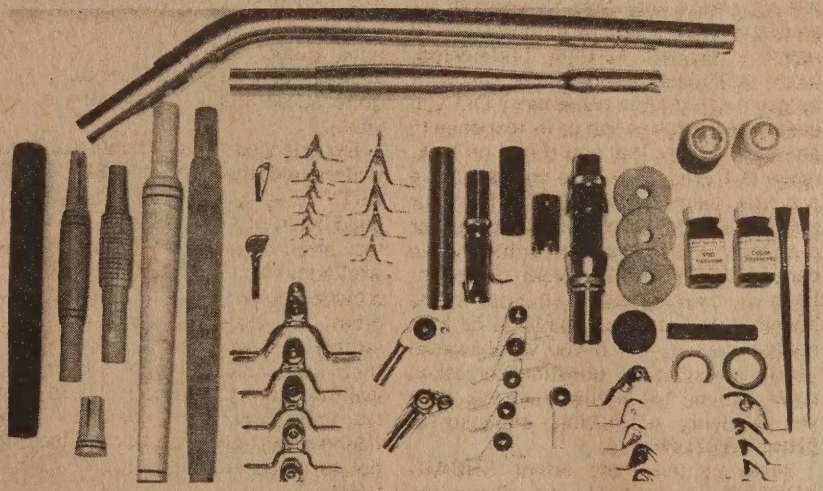

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How To Dress For Winter Fishing

by Stew Lilker

It's 25 degrees outside and you're sitting home thinking about spring flounder, summer blues, and fall stripers while some of the best fishing of the year is going on right now. You read the weekly reports in **The Fisherman** of thirty and forty pound cod, and of full bags of whiting. The closest you've ever come to a ling is a picture and rumor has it that pollack give a terrific fight. So why aren't you out there loading up instead of day dreaming? It's too cold...nonsense! The army has found in their survival experiments that a man can keep warm at 65 degrees below zero with three pounds of clothing. So throw your daydreams overboard (if they are non-polluting) and let's see how you suit up to cash in on some great fishing.

First, forget about wearing your wife's mink coat or your grandfather's old buffalo overcoat. They are not worth their weight in warmth. The weight of your clothing is not a significant factor in keeping you warm. The still air trapped around your body is what is going to keep you warm. The trick is to trap this air. The most effective way to go about this is to dress in layers. The principle here being that each successive layer of clothing traps its own still body of air. The more still trapped air that surrounds you, the warmer you are. While goose down is still probably the most effective cold weather insulation, its expense is not really justified unless you're planning on doing some ice fishing at the North Pole. The synthetics manufactured today will do an excellent job of keeping you warm in any weather you will encounter on Long Island's waters. Remember, it is not the insulation that keeps you warm, but the warm still air it traps around you.

How you dress is not going to affect the fish at all, so don't expect to keep warm and win a beauty contest at the same time. Your clothes should fit loosely and not cut off your circulation. Some provision must be made to absorb your perspiration. I like the soft feel of cotton next to my skin, so I begin by putting on a cotton undershirt and cotton long johns. Over this, for my upper body (from my waist to my neck) I wear a long sleeved circular knit thermal undershirt. Then comes a hooded thermal sweat shirt with pockets. Over this I wear a vest filled with dacron 88 and over the vest I wear a jacket filled with dacron 88. My sweatshirt, vest and jacket all have zippers, so that if I feel myself getting warm I can unzip as required. In the boats heated cabin it only takes me a second to make myself comfortable. Remember, it's warmer to wear a number of layers of clothing than a single garment of equal weight.

In the pants department I start out with the cotton long johns. If it is really cold out, I then put on a pair of circular knit underwear. If not, I omit these and wear a pair of thermals quilted with dacron 88. Over these goes a pair of dungarees.

No matter how warmly you are dressed, if you're not wind and water proofed, you're likely to freeze to death. A temperature of 35 above zero with a freezing wind driven rain is more to be feared than a windless 35 below. Remember, wind and wetness rob most insulators of their insulating ability. Wind and water proofing yourself is a simple matter. Buy a top quality set of foul weather gear, making sure the top has an attached hood. If it is not raining or snowing and you don't care to wear foul weather gear, wear a wind proof three-quarter length jacket. A three-quarter length jacket will cover your buns and keep them warm, while keeping the wind from blowing up your back. A quick and simple method of checking the wind proofness of any garment is to put your mouth against it and try to blow through it. If you can blow through it, it certainly isn't wind proof. It is a good idea to try this test when the salesman is looking the other way.

Once your feet are cold, no matter how much clothing you have on you are going to be uncomfortable. A pair of loafers and thin socks don't belong on your feet during a winter fishing trip. A good pair of insulated water proof boots with a heavy pair of wool socks should keep your feet warm. The trouble with these top quality boots is that while they are quite effective at keeping your feet warm, they are quite expensive. I have found that a pair of snowmobile boots (a wind and water proof outer boot into which fits a felt liner) will keep my feet warm as toast and save me half to two thirds the price of a good pair of insulated boots. Once again the layer principle is applied when booting up. I start with a pair of cotton socks to absorb the perspiration. Then I put on a pair of wool socks over which go the felt liners and then the wind and water proof outer boot. Your boots, like your clothes should fit loosely without binding. Don't make the mistake of buying a pair of bargain thermal boots. All the ones I have seen are cut too narrow and will cut off the circulation in your feet. Once this occurs, your feet aren't going to warm up no matter how many pairs of socks you put on.

The old timer who said, "If your feet are cold, put on your hat," knew what he was talking about. Hats are not optional in cold weather! Because the brain is a vital organ in most of us, the blood vessels in your head and neck do not constrict to conserve heat, as they do in the extremities. On a cold day you can easily loose fifty per-cent of the heat your body produces from your head. During the winter, whether fishing or not, I always wear a woolen ski cap. The beauty of a ski cap is that if your ears get cold, you can always pull it down over them. The thermal hood on my sweat shirt and the wind and water proof hood on my foul weather gear will protect my neck and head, while giving me the flexibility needed to deal with extreme cold, wind, freezing rain or snow.

The one problem I haven't completely solved is how to keep your hands warm. I've tried a dozen different kinds of gloves and haven't found anything that does the job 100 per-cent. The five fingered gloves are the least satisfactory because your fingers standing alone in the breeze act like cooling fins. The best I have been able to come up with is the three fingered rubber, foam insulated mitten. I wear these over thermal liners and find this combination reasonably satisfactory. The three fingers give me enough dexterity to unhook fish and change baits without removing the mits. Tangles are another story and for most of them your bare hands will be the only way out. I always make it a point to bring a couple of pairs of extra glove liners along. On some trips you might not need them at all, but when they get wet you'll have dry hands in no time.

A quick word about closures. Zippers and snaps are something you don't want

(Continued on page 37.)

The Fisherman Library

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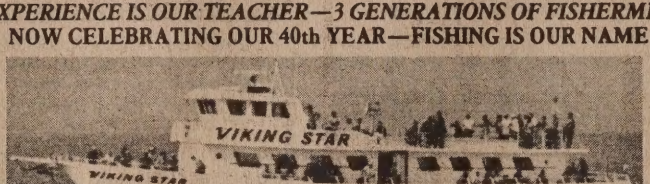

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Pictured above are Henry Mocha with his pool winning cod and H. Marques with his 43 lb. cod. Both fish were taken aboard the new "Peconic Queen III" at Montauk.

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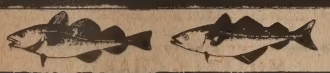

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SOUTH SHORE Fishing Report

MONTAUK

Capt. Paul Forsberg of the **Viking Star** told us that fishing on Saturday and Sunday was especially good. More than 400 cod were taken, average size 12 to 16 lbs. with the poolfish up to 38 lbs. A few large blackfish and small Pollack are mixed in with the catch. The Block Island and Cartwright areas are both producing their share of fish.

Capt. Lester Behan of the new **Peconic Queen III** told us that the fishing picked up considerably on Friday, which saw amny anglers getting off the boat with 100 to 150 lbs. of cod fillets in their bag. Sonny McLaverty of Pennsylvania took the pool with a 52 lb. cod, George Bishoff had 11 fish up to 38 lbs. and James Lennon of N.J. took 10 fish up to 48 lbs. Saturday was also excellent but fishing was down on Sunday. Best area has been the southeast grounds of Block Island. Lester told us that the speed of the new boat has almost doubled the fishing time for the anglers. Tex Sands of Queens took the $192 pool on Sunday with a 38 lb. cod that aws one of nine he caught. Capt. Brad Glas of the **Helen II** reported that fishing has been up and down—sometimes good, sometimes horrible. Best area has been Cartwright

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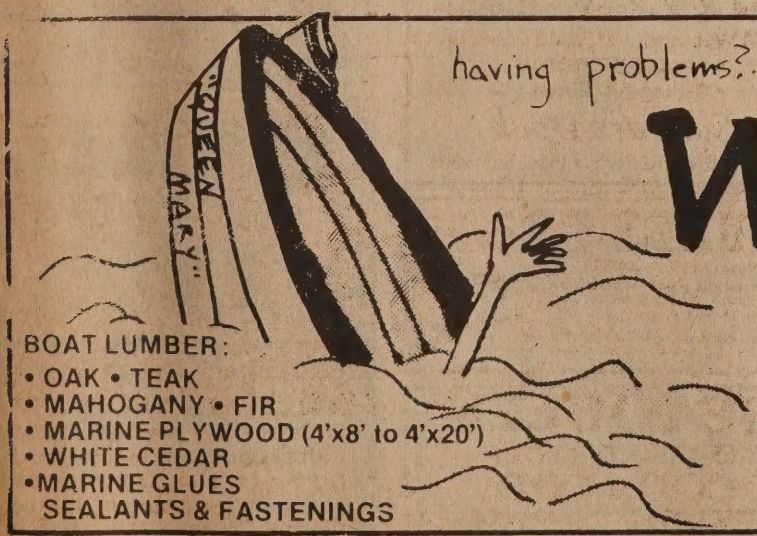

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SHEEPSHEAD BAY

for cod, blackfish and pollack. During the week a few cod in the high forties and one in the low 50's were taken. Brad also told us that he only has one or two open dates for large group charters for cod and in the summer. Give him a call before your club gets shut out.

Dan Jr. of the **Triton II** called while L.I.F. was on "vacation" to tell us that on Sunday, Jan. 11th Dan Bryant of Elmont took a cod of 48 lbs.. Only 8 cod were taken with this one bruiser, but whiting and blackfish rounded out the catch.

CAPTREE

Capt. George Tweedy of the **Capt. Scotty** reported slow fishing with the exception of last Sunday when it was fair to good. Hopefully the fishing will start to improve again with an improvement in the weather.

The **Capt. Joseph Fleet** told us that they haven't been sailing much lately due to the windy weather and ice in the inlet. The fishing hasn't been too good lately and has been a very slow pick but hopefully will be picking up soon.

"Fishing is terrible" is the word from Capt. Neil Delanoy of the **LadyAnn.** There was a slight improvement on Friday when 21 cod were taken. On Sunday 30 cod were boated. These catches were for about 15 people and fishing has been concentrated south of the NB buoy. The fish are good size, many around the 15 lb. mark and the pooler running about 30.

Lou Rosado with his 49 lb. cod he caught aboard the "Viking Star".

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Sue Spellman and Kathy O'Mara, cashiers at Herman's in Valley Stream, caught these 2 fish from Captain Brad Otis' boat "The Islander". It was the girls first time fishing.

Subscriber Dick Lewis of manhatten took this 45 ½ lb. striper off Atlantic Beach on a Lupo Bunker Spoon aboard Buddy Rogal's, J & B. Photo courtesy of Bob Foley.

Val Perez caught this 44 lb. striper out of Paramount Marine in Oceanside.

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Martin Boxer caught this blackfish aboard the party boat "Captain Red" of Fire island Inlet on clams. Subscriber Club Photo.

Dick Ferris, Jeff Gelmin and Frank Grohowski with a total of 7 bass, 25-36 lbs. caught at Gilgo Beach aboard the "Kim."

N.Y. BIGHT Fishing Report

FREEPORT

Capt. Al reports he has been getting a few cod each time out. There are lots of whiting in the west. The first drop of the trip is for cod. If the fishing is good then they stay with it. When the cod action slows they go to the Ambrose area for good catches of whiting.

The Starstream II said the cod fishing has been slow in the past two weeks. At present the outlook for cod fishing is just s0-so.

Dave Piggott of the **Lucky Strike II** has had to cancel his trips due to bad weather conditions. He has been checking the commercial fishing boats when they come in and has seen loads of whiting of about 2 pounds average.

SHEEPSHEAD BAY

Captain Fred of the **Amberjack Iv** said the fishing has been mostly whiting period all of this has been at Ambrose.

Butch of the **New Zephyr** has suspended sailing and will resume the first week of March.

Blue Sea II has had good whiting fishing near the BA buoy according to young Nick Tannisi he said they are not sailing for the balance of the winter. They will resume in the very early spring, with a new boat.

Capt. Huck of the **Helen H** said the whiting fishing is excellent, and he is staying with it. Codfishing has been slow and seems that it will remain so until the spring run begins.

"The whiting was biting," so said Capt. Tony Barbato of the **Big Mohawk II**. The fares have been going off the boat with bags of whiting which were taken north and east of Ambrose. The Big Mohawk II has some choice dates still open for 1976.

Capt. Larry Krim of the open boat **Eagle** told us that on Saturday morning he fished in Ambrose Channel and found very good whiting fishing and also took two codfish. In the afternoon they tried the BA buoy and took larger whiting up to three lbs. All aboard had between a half and three-quarters of a bag of fish.

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NORTH SHORE Fishing Report

HUNTINGTON

Capt. Don Constantin of the **Ever-Ready Fleet** called to tell us that Jim Raymer of Huntington won $100 in the Big Fish Contest run last year with a 16 lb. 3 oz. The contest will start again in March, so watch the North Shore page for further details.

Victor and Joseph Di Gregorio proudly show off their shot on opening day in Sullivan County. The two bucks weighed 150 and 180 lbs. respectively.

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SIMRAD ANNOUNCES NEW DISTRESS BEACON

Simrad, Inc., of Armonk, New York has announced the immediate availability of its new Emergency Position Indicating Radio Beacon (EPIRB).

Designated the CSIN-A, this new distress beacon has been both fully type accepted by the FCC and approved by the U.S. Coast Guard.

Under a Federal Law effective March 1, 1975, an EPIRB must be carried aboard certain types of commercial vessels. Compulsory EPIRB'S are of the "Class A" configuration (such as the SSIN-A) meaning that they must be capable of floating free of a sinking vessel.

The Coast Guard states "Although the present regulations do not require EPIRB's on uninspected vessels, the FCC regulations permit their use by all U.S. vessels expected to operate in international waters beyond the range of marine VHF distress coverage (i.e. approximately 20 miles). The Coast Guard strongly recommends that operators of such vessels obtain authorization from the FCC to carry EPIRB's".

For further details write Simrad, Inc., One Labriola Court, Armonk, New York 10504.

DATA PACK II FOR BOATMEN

DATA PACK II, the second in a series of waterproof information systems for boatmen, is now available.

DATA PACK II is a set of six 5" x 8" cards with a read-out holder which can be mounted at the helm to provide the skipper with instant boating information.

Included in the set are cards on visual weather forecasting, engine trouble-shootig, VHF-FM radio calling procedures and channel designations, storm information, a heavy weather checklist, Day Shape meanings, anchoring techniques, methods of raising a fouled anchor, what to do when aground, Morse code and phonetic alphabet, storm signals, the Beaufort Scale and a Wind-Barometer table.

The new set also features a unique Night Lights card which condenses Inland, Pilot and International Law and enables an observer to identify the type and purpose of almost any vessel by its light pattern.

Index tabs on each card permit instant access to all information. In addition to being an excellent reference source for the experienced skipper, DATA PACK II is a highly effective training aid for the crew.

The set of six cards with holder is priced at $7.50 and is available at Marine dealers or direct from: BOATING DATA SYSTEMS, INC., 268 West 22nd Street, NY, NY 10011. Phone (212) 691-2752.

POMPANETTE ISSUES 64-PAGE CATALOG

Progress, a word long associated with Pompanette, Inc., has never been more evident than it is in the firm's recently-released 1976 catalog.

More than 50 new items and services are listed in the 64-page, four-color presentation. In recent years it has become a reference work for boat owner, boat builder and fisherman alike.

A new line of stainless steel deck hardware, an outdoor-indoor cooker, a complete offering of outriggers for boats of all sizes, a full complement of fiberglass-handled gaffs, a portable deck-fishing chair, shark's teeth jewelry, needle-point kits and a beautiful selection of tough, floatable nautical furniture are among the latest features.

Pompanette's complete assortment of boating, fishing and fighting chairs is shown, for the first time, in color. The catalog is available through Pompanette dealers, nationwide or by writing: Catalog, Pompanette, Inc., 1515 S.E. 16th St., Ft. Lauderdale, Fla. 33316. There is a $1.50 charge for mail orders.

CLASSIFIED

To place an ad in The Long Island Fisherman Classified call (516) 667-6633. Ads are billed at 15 cents a word with a 30 word or $4.50 minimum. Extended run discounts: 12 times, 5% ; 35 times, 10% ; 50 times, 15%. Ask about our Photo Classified. Effective date January 1, 1974.

BOATS & MOTORS

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The Long Island FISHERMAN
FISHING TRIP CONTEST

Mr. Lawrence O'Connor called into L.I.F. a description of his car by the Friday deadline to become this weeks LIF Litter Boc Contest Winner. Mr. O'Connor has been sent a check for $10 and has also chosen a free fishing trip for two aboard the Peconic Queen II out of Montauk for his prize. For information on how you may participate in the contest see page 34.

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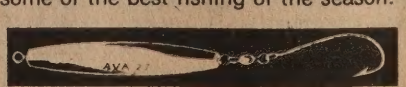
WINTER FISHING
(Continued from page 26.)

to have to fool with once you reach the fishing grounds. If they stick in the store, the salt air isn't going to free them up. So find a garment with a zipper that zips and a snap that snaps, or don't buy it.

Dress in layers and remember to buy your outer garments a size or two larger to make room for the extra insulation underneath and you'll be warm in the coldest weather.

Cold weather fishing doesn't require you to be a superman or have masochistic desires to undergo terrible ordeals. So dress smart and head out for some of the best fishing of the season.



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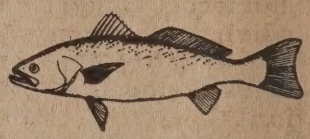

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TIDE TABLES

ON →	SANDY HOOK		NEW LONDON		WILLETS POINT		BRIDGE-PORT	
DAY	AM	PM	AM	PM	AM	PM	AM	PM
2/5 THURSDAY	10:56	1:19	12:26	12:37	1:51	2:07	2:14	2:33
2/6 FRIDAY	11:35	:	1:11	1:25	2:32	2:49	2:57	3:18
2/7 SATURDAY	12:01	12:20	1:59	2:18	3:15	3:37	3:44	4:11
2/8 SUNDAY	12:47	1:06	2:52	3:16	4:03	4:29	4:37	5:07
2/9 MONDAY	1:39	2:10	3:45	4:17	4:57	5:28	5:33	6:06
2/10 TUESDAY	2:39	3:16	4:39	5:13	5:56	6:33	6:32	7:05
2/11 WEDNESDAY	3:45	4:22	5:29	6:04	6:57	7:39	7:28	8:01
2/12 THURSDAY	4:48	5:20	6:21	6:54	8:01	8:43	8:21	8:52

SANDY HOOK

SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Harts Cove	+1 30
Potunck Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Inlet & Dem. Pt.	−0 38
Coast Giard Sta.	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville	+3 39
Heckscher State Pk.	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Loop Pkwy. Bridge	+0 25
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	−0 00
Beach Ch. (Bridge)	+0 38
JFK Airport	+0 26
STATEN ISLAND	+0 27
MANASQUAN	−0 12

WILLETS POINT

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28

NEW LONDON

Orient Point	+0 27
Connecticut River	+1 10
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Gardiners Bay	+0 21
Promised Land	−0 14
Fort Pond Bay	−0 29
Montauk Inlet	−0 25
Montauk Point	−1 13

BRIDGEPORT

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	−0 03
Cranes Neck Point	+0 05
Port Jefferson Harbor	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	−0 08
Herod Point	−0 07
Mattituck Inlet	+0 19
Horton Point	−0 20
Truman Beach	−0 42

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and/or minutes as indicated from that areas station above. Example: "Shinnecock Inlet −0 50" is listed under "on Sandy Hook". −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. For low tide, add 6½ hours to this figure.

The schedule of solunar periods for the following week as printed below has been taken from the original Knight Solunar Tables. Plan your day so that you will be fishing good territory, hunting good cover during these times if you wish to find the best sport that each has to offer. The tables are not a guarantee that you will catch fish or see game during the period, however.

The major periods begin at the time shown and last for an hour and a half or two hours thereafter, and are in black face type. The minor periods are somewhat shorter in duration.

	A.M.		P.M.	
	Minor	Major	Minor	Major
2/5	8:15	2:25	8:35	2:45
2/6	9:00	3:10	9:20	3:30
2/7	9:45	3:55	10:05	4:20
2/8	10:35	4:45	10:55	5:10
2/9	11:25	5:30	11:40	5:55
2/10	:	6:15	12:10	6:40
2/11	12:25	7:05	12:55	7:30
2/12	1:15	7:55	1:45	8:20

PHASES OF THE MOON

2-29	2-8	2-15	2-22
NEW	1st Qtr.	FULL	Last Qtr.

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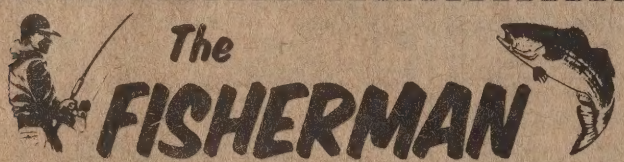

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